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SEPTEMBER 1978 ONE DOLLAR

RAILFAN

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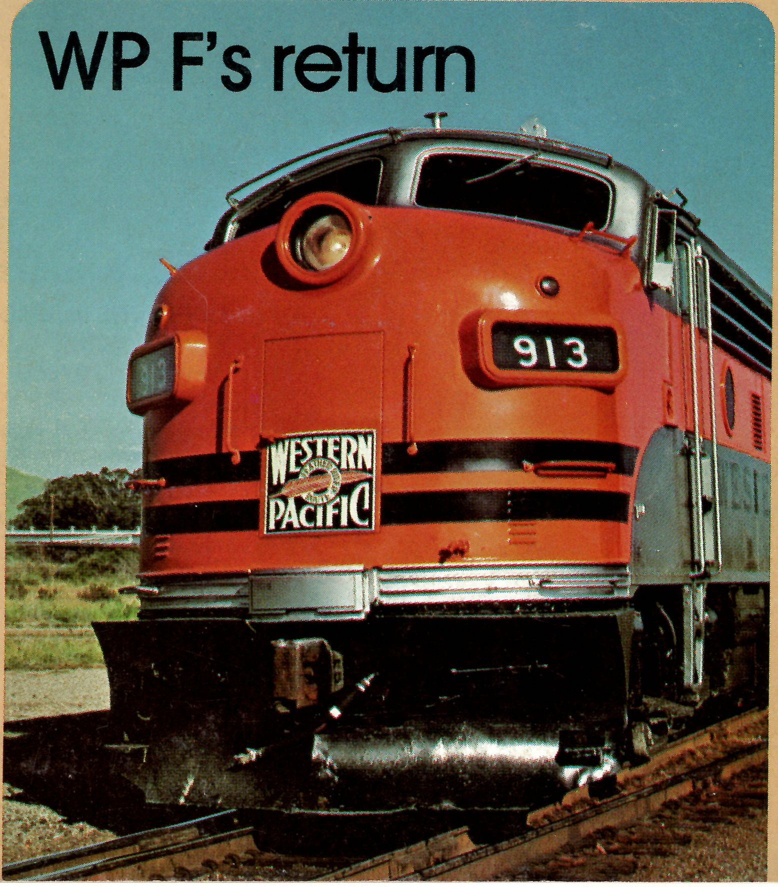
RAILWAY CROSSING

Vancouver Island

PHOTOS: ROBERT D. TURNER, ABOVE; JIM WOOLSEY, BELOW; LARRY HANLON, RIGHT.

WP F's return

90
STRASBURG
1
RAIL ROAD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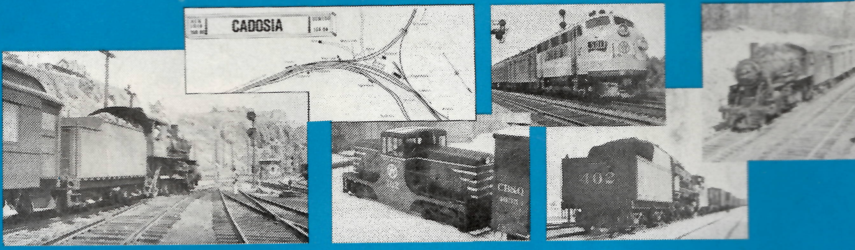

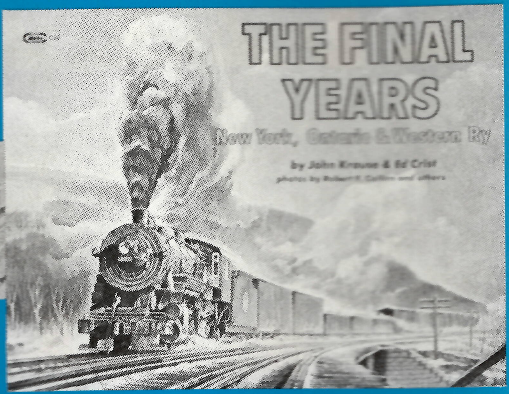

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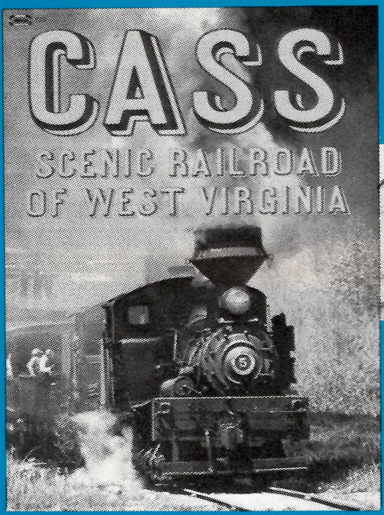

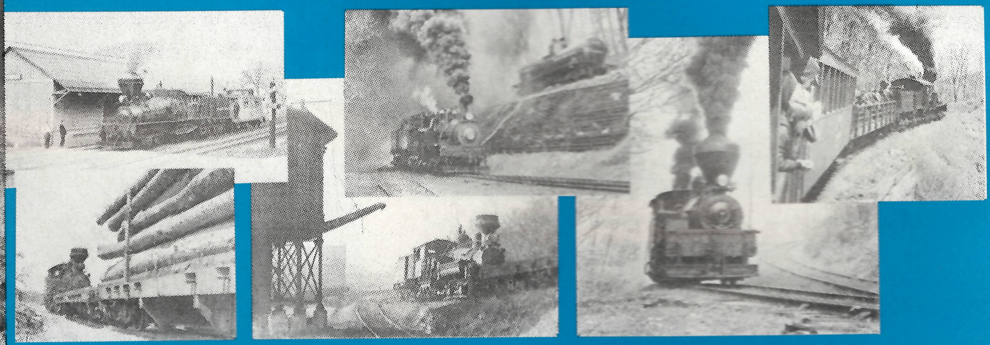

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From the publisher's desk: Color film

Color film has been around for many years, but it wasn't until the advent of the 35mm camera and the 2x2 slide that color really became popular, sometime during the mid-1930 period. We recently had a chat with veteran trolley cinematographer, Frank Schlegel, who started shooting 8mm movies back during that time. Frank is thankful that the great bulk of his earlier footage was on black & white film rather than color. He observed that some of his early Kodachrome has changed color because the yellow dyes used at that time were unstable. He also noted, however, that films shot of the 1939 New York World's Fair in Kodachrome have held up remarkably well insofar as color rendition is concerned.

This was an era when the average rail photographer used film sparingly, and almost all of the buffs were shooting 3/4 engine views with the side rods in the down position, preferably of the engineer's side of the locomotive. Steam locomotives were mostly black, and there just wasn't any need to shoot rail photos in color.

It took other makers years to come up with dyes which were as colorfast as those produced by Kodak, and some few never have mastered the technique. Additionally, we would still not risk our color films with private processing laboratories unless they came highly recommended. We've seen too much color film ruined by discount processing. There are, of course, a number of good professional custom film laboratories, but expect to pay a premium price for the work.

The net result of railroad photography's early days is such that there just isn't much good color to be found. Color which has faded may be all that is available—and is therefore acceptable.

There have been a variety of changes in color film through the years by most makers. 8mm Kodachrome before about 1950 had superb color but lacked sharpness. Around 1950 Kodak made some emulsion changes which resulted in a much sharper image when projected. The Kodachrome II of around 1960 with its crisp sharpness, and fine color immediately became *the* standard of quality for both slides and movies—it wasn't the only film, nor was it the best for every application, but it did set the standard against which all films would be compared.

Kodachrome has always been a relatively fine grained and slow film. When Kodak introduced ASA 160 Ektachrome for available light movie use, we viewed it with skepticism since Ektachrome was always somewhat less sharp than Kodachrome. We've since used this very versatile film in very poor lighting conditions without any light bars or supplemental light and have been very pleased with the results. It should be noted that changes in the Ektachrome emulsion have greatly increased the sharpness of the film. Today's Ektachrome 200 slide film is infinitely superior to the old High Speed Ektachrome and gives color and sharpness comparable to the recently obsolete Ektachrome X.

Does all of this mean that black & white photography is passe? We think there will always be a place for black & white. It is a highly manipulative art form in the darkroom, and it's still the odds-on favorite for reproduction in books and magazines. And several hundred years from now, the black and white negatives and prints may still be crisp and sharp, but who knows what'll happen to color dyes in that time?

Hal

RAILFAN®

september 1978 /vol. 2 no. 6

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cover

We've got colorful railroading from coast to coast in this issue. On Vancouver Island, Crown Zellerbach's ex-D&H RS3 4097 crosses the Esquimalt & Nanaimo main line just north of Ladysmith enroute to the log dump. Ektachrome by Robert D. Turner.
That orange and silver Western Pacific F7 913 was photographed on April 27, 1978, after being repainted in the traditional colors after overhaul. Larry Hanlon shot the Kodachrome at Fremont, California.
It's ironic that Decapod No. 90 now wears more dignified colors in tourist service on the Strasburg Rail Road than she did hauling sugar beets for the Great Western in Colorado. Kodachrome by Jim Woolsey.

RAILFAN is published bimonthly by Carstens Publications, Inc., located on the Fredon-Springdale Road, Fredon Township, New Jersey. Mailing address: P.O. Box 700, Newton, New Jersey 07860. Harold H. Carstens, President; Johanne L. Carstens, Vice President; Robert R. Merkle, Treasurer; Phyllis M. Carstens, Secretary. Copyright © 1978 by Carstens Publications, Inc. Printed in the United States of America. Application to mail at second class postage is pending.

SUBSCRIPTIONS: In U.S.A., Possessions, and Canada: One year for $6.00; Two years for $11.00. Foreign postage: 50¢ additional for each year. All communications regarding subscriptions or change of address should be sent to: Circulation Manager, Railfan, P.O. Box 700, Newton, New Jersey 07860.

CONTRIBUTIONS: Articles and photographs are welcome. Contributors are advised to keep a copy of their manuscripts and illustrations. When requested, we will endeavor to return all material in good condition if accompanied by return postage. Railfan assumes no responsibility for unsolicited material. Payment is made upon publication. The contents of this magazine must not be reprinted without the written permission of the publisher.

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Fanmail

Chicago's first bilevels

Please set the record straight. In the May 1978 RAILFAN, page 16, the statement is made that the C&NW introduced the idea of bilevel equipment in 1955. As a former Illinois area railfan you should be aware that the CB&Q introduced bilevel commuter equipment to the Chicago area in August 1950 with an order of 30 cars from the Budd Company (700-729).

DAVE HANKS
Aurora, Ill.

"Extra 454 South"

Jim Shaughnessy's article in your May '78 issue, "Extra 454 South", was beautiful. Please give us more of this "you are there" coverage.

Yes, I noticed your radical review of R.E.M. Whitaker's reactionary stance in *Decade of the Trains*, but Shaughnessy's article made me so happy I won't say more.

ERNEST W. COLWELL
Flagstaff, Ariz.

The Joint Line

Mention was made in Bob Harmen's "The Joint Line" in May '78 of three easily recognizable unit coal trains which originate in the Gillette, Wyo., area and operate over the C&S on a regular basis (the PSCX, SDEX and SATX trains). As of April '78, add the UFIX coal trains. Currently, about two loaded UFIX trains per week operate between Gillette and the Houston Lighting & Power Co.'s W.A. Parish Power Plant near Houston on the Santa Fe. These trains are routed BN to Denver, C&S/FW&D to Ft. Worth and then to the Santa Fe. Motive power of both BN and AT&SF is used with a BN unit leading the loaded trains for remote unit control. When the power plant becomes fully operational in 1980, it is expected that the service will be daily.

KENNETH W. MOORE
Bartlesville, Okla.

A diesel fan

In response to Jim Trousdale's letter in the May 1978 RAILFAN, I hereby proclaim NKP 759, Reading 2101 and SP 4449 honorary diesels! How dare he consider the PA an "honorary steam locomotive?" Humph!!!

By the time I turned ten, the only steam left in west-central Indiana, that I ever saw, was on the PRR Vandalia branch and the Nickel Plate. Therefore, I missed being infected by that dread disease ferroequinophilia.

But I haven't had it so bad. Occasionally, an E-unit would head up the P&E mail run, giving a brief respite from the hoard of Geeps which usually commanded P&E rails. What sleek beauties those E's were. And wonder of wonders, on the Monon, came the homely BL2. The first time I saw one, I figured it was the result of some frightful accident. BL2 No. 32 remains with us today, and has sufficient personality to sell out fantrips for Louisville's KRM. Once, while watching a trio of C628's switching, and later learning that their train length was limited only by drawbar strength and not by pulling ability, I knew they were definitely masculine beasts, awaiting their chance to assert their sheer muscle.

Today, here in Fargo, I know when F40PH 244 and the *Empire Builder* of Amtrak are in town; she has a song all her own.

Finally, conversations with crew members have lead me to learn that many diesels indeed "must be cajoled, petted, beat upon and expensively kept to get them to perform properly." Said crews don't always consider their favorites to be neuter.

I didn't grow up in time to get my fully infective dose of ferroequinophilia, but I do have a terminal case of internocombustionus fever, and I can say for sure that diesels do have personalities. So, here's diesel grease in your eye, Mr. Trousdale!

JAMES W. SMITH
Fargo, N.D.

The Rock Island

Thank you for running Don Ball's "unexpurgated" view of the Rock Island 153 and booster-unit at Lawrence. While I'm primarily a steam fan and would have preferred a 5000 or M50A, it's still good to see the old RI in something other than the Bankruptcy Blue or oil-slick-and-dust-on-rust-with-maroon that we've come to know in the last few years. I would like to see RAILFAN devote more coverage to the years when John Farrington was chief operating officer and later president; from the mid-thirties through the end of steam, the era that was surely the Rock Island's finest hour.

WILLIAM L. WHITE, II
Shawnee Mission, Kan.

Give us all a break!

I have a few comments to make on the letter from Michael Caramanna in the April 1978 issue under the heading "Give us a break!"

Although I would not call Boyd's work wretched, I do agree that his photos are rather monotonous. It does give the impression of an "ego trip", whether deserved or not.

Please don't counter this by crying "Nobody sends us anything". I offered a photo collection on the D&M, but you couldn't even take time for a postcard to reply. In the process, you alienated me to the point where you would have to beg before I would sub-

Railfanning is:

A slide session that lasts until 3:00 in the morning.

mit a photo or article. That means you'll never see the color/b&w shots of CN 6060 with her nose sticking out of the roundhouse in Toronto on a perfect night. You'll never see the shots of a perfect three-unit set of D&M Alcos—even in number sequence—working 100-plus cars. You'll never see the prize-winning night shot of D&M 974.

From the above, you might think that I liken to a raving lunatic. Not true; I have something nice to say about your magazine. You show me "where it's at", so when I go to get my own shots, they come out that much better.

ROBERT W. SMITH
Bay City, Mich.

Though the L&NW-NL&G presentation in the April '78 issue was most enjoyable, the photographic selection tends to reinforce Michael Caramanna's letter. I must take you to task, Jim, for not putting one single "portrait" photo in the article of one of the NL&G's MP15's—and the one roster shot he did use of the L&NW FP7 was just awful. As much as these units have been photographed, surely you could have made a phone call or written a couple of letters and gotton some top notch prints of these units instead of just dredging up some more mediocre shots from your own collection!

THOMAS LAWSON, JR.
Birmingham, Ala.

I think Mike Caramanna made a good second point. I'm sure your RAILFAN readers have sent many good photos. I have sent some, myself, but will not send any more if they aren't printed.

TERRY NORTON
Grayslake, Ill.

Despite the impassioned letter of Mr. Caramanna, I find the photography and stories in the magazine to be excellent—and especially those of "J. Boyd".

Mr. Caramanna should have to spend a month confined in a little room looking at nothing but builders' photos.

BILL WITHUHN
Ithaca, N.Y.

For the life of me I can't figure out what Michael Caramanna was complaining about in his letter printed in the April issue. The picture on page 58 of the February issue could never be considered one of the classics of railfan photography, but it obviously wasn't intended as such. Personally, I've found Jim Boyd's *Camera Bag* column the most useful (not the most interesting, mind you, but as an avid railfan photographer certainly the most useful) feature in the magazine. Sure, there may be a thousand "better"

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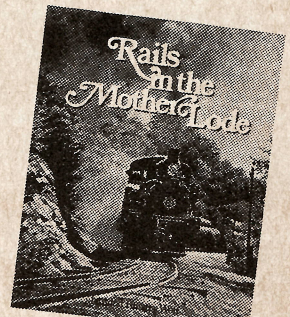

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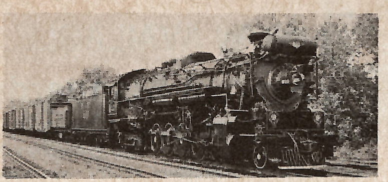

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photo locations on the LI Oyster Bay Branch, and they would probably yield photos that look little different from a thousand others taken elsewhere. Railroading is not all engine terminals and yards or pastoral scenics, yet all too often that's what our railfan photography consists of. Would Mr. Caramanna pass up a photo at that crossing in Locust Valley if he happened upon it as a train approached? Railroads do not exist alone in their environment. I think Mr. Boyd should be congratulated for encouraging railfans to look beyond the subject and take in account the totality of the scene when composing a shot.

G. GERRISH WILLIAMS
Maple Shade, N.J.

As in any quality publication, you have the courage to publish letters of criticism as well as praise. However, I believe for the sake of your own happiness (and perhaps that of the reader) you need only to publish those critical letters that contain accurate and well thought out criticism. The letter from Michael Caramanna in the April issue appears to have been written in haste and some anger and, in my opinion, would have been better left unpublished - it might cause your more impressionable readers to form an inaccurate opinion of RAILFAN.

GLENN E. OWENS, JR.
Marlborough, Mass.

We thank all of the readers who commented on this, both pro and con. RAILFAN *is unique in our hobby in that the Managing Editor is an active railfan and photographer who can, in effect, be "competing" with the contributors. When preparing articles for publication, we strive to use the author's own material wherever possible and use the "J. Boyd" photos only where they will expand or amplify coverage beyond what the author supplied, and there is seldom time available at that stage of production to seek "outside" material.* Photo Line *is the place for contributors' non-article-related photography, and we use staff material there only in a rare instance such as the May '78 centerspread (2101 in the Reading Shops) where we have a news item that requires more space than our* Railnews *format permits.* Photo Line *is not run as a photo contest, and picture selection is based upon general interest and how the subject can contribute to the overall "balance" of the magazine as a whole. You're not competing with the staff in* Photo Line. *The photos you send in may never get printed in* RAILFAN, *but they will be given every opportunity. If you don't send them in, however, we can guarantee they won't get printed*—ED.

Cultural exchange

I, for one, sure hope all the western railfans are enjoying those SCL U36B's and that mate as they roam the Southern Pacific, because I sure dig those SP SD45T-2's that the SCL has allowed to roam peanut land down here.

GARY LARIMER
Barnesville, Ga.

Helpful

Just a note to thank you for the phone number alerting spectators to the passage of British Columbia's Royal Hudson 2860 through eastern Canada (*Markers*, May '78). I had already seen a schedule from UCRS, but was thus able to double-check.

Here in Rochester, we don't have things like L&HR C420's, but we do still roster the even rarer predecessor model: ex-NYC DL721's. They look and sound much as they did when new: solid black, even to the exhaust, and uncannily quiet—until they're latched out. Then they snort and holler while their customary companions, ex-PRR cableless Geeps, snarl along. We still get an occasional EL-colored GP7 on the old Erie branch, which, along with the E8's on the *Niagara Rainbow*, help make all the blue boats and typical Turbos a little more tolerable in 1978.

BRUCE W. BEARDSLEY
Rochester, N.Y.

Timetable

NOTICE

Listings in this column are published without charge. Notices for fan trips and meetings must be received in Newton by Jan. 15 for May issue, Mar. 15 for July issue, May 15 for Sept. issue, July 15 for Nov. issue, Sept. 15 for Jan. issue and Nov. 15 for Mar. issue. **RAILFAN** accepts no responsibility for date or time errors or cancellations.

RAILFAN EVENTS

CHESSIE SYSTEM—1978 Season. Chessie Steam Special powered by ex-Reading 4-8-4 2101 will be operating passenger excursions out of various cities on the Chessie System during 1978. The following is the full season schedule, although there is a possibility that slight changes will be made . July 29-30, NMRA Specials; July 31, ferry Detroit—Columbus, Oh.; Aug. 5, Columbus—Ashland, Ky.; Aug. 6, Columbus—Toledo; Aug. 12, ferry Columbus—Cleveland via Fostoria; Aug. 13, 19, Cleveland—Willard; Aug. 20, ferry Cleveland—Pittsburgh; Aug. 26, Pittsburgh—Rockwood, Pa; Aug. 27, Pittsburgh—Wheeling; Sept. 9, Pittsburgh—Pt. Marion. W.Va.; Sept. 10, Pittsburgh—Rockwood; Sept. 15, ferry Pittsburgh—Cumberland; Sept. 16, Cumberland—Harpers Ferry ; Sept. 17, ferry Cumberland—Baltimore; Sept. 23, Baltimore—Philadelphia; Sept. 24, Baltimore—Martinsburg via Silver Springs; Sept. 30, Baltimore—Martinsburg via Old Main; Oct. 1, Baltimore—Gettysburg—Hagerstown; Oct. 2, ferry Baltimore—Richmond, Va.; Oct. 7,8, Richmond—Balcony Falls, Va.; Oct. 14, ferry Richmond—Clifton Forge; Oct. 15, ferry Clifton Forge—Huntington, W.Va.; Oct. 21,22,28; Huntington—Hinton; Oct. 29, Huntington—Columbus, Oh.

Fares: Round trips coach, open window or air conditioned, $23 adult and $20 children under 12; parlor car $35; observation club (complimentary food and beverage) $50. Ferry moves, coach $15 adult and $12 under 12, consult railroad for parlor and observation club fares for specific moves. Trips on Aug. 13, 19, 27 and Oct. 1 will not carry the air conditioned coaches.

For details by recorded telephone message, call 301/237-3737. For other information contact: Chessie Steam Special, Dept. CJ, Chessie System, 2 North Charles St., Baltimore, MD 21201.

SOUTHERN RAILWAY, 1978 Steam Excursion Schedule. The following listings include: date, locomotive, route and (sponsoring organization). Contact the sponsoring organization for tickets, fares and specific information. Engine 4501 is SR 2-8-2, and 610 is ex-T&P 2-10-4.

July 22, 23, 29 and 30, 610 Alexandria to Charlottesville, Va. and return each day (WAC); August 12, 13, 610 Richmond to Keysville, Va. and return each day for Annual Keysville Summer Festival (ODC); Sept. 30, 610 Birmingham to Sheffield, Ala., and return (HOD); Oct. 1, 4501 Birmingham to Sheffield one way (SR); Oct. 7, 8, 4501 Huntsville to Chattanooga and return each day (NARC); Oct. 14, 15, 21 and 22, 4501 Chattanooga to Crossville, Tn., and return each day (TVRM); Oct. 28, 29, 610 Atlanta to Toccoa, Ga., and return each day (ACN); Oct. 30, 610 ferry Atlanta to Birmingham one way (SR); Nov. 1, 2, 4501 ferry Birmingham-Meridian-New Orleans one way (SR); Nov. 4, 5, 4501 New Orleans to Hattiesburg, Miss.; and return each day (NOC).

The sponsoring organizations are: (WAC) Washington Area Chapters NRHS, "Piedmont Limited 610", P.O. Box 456, Laurel, MD 20810; (ODC) Old Dominion Chapter NRHS, P.O. Box 8583, Richmond, VA 23226; (HOD) Heart of Dixie Chapter NRHS, P.O. Box 254, Birmingham, AL 35201; (SR) Southern Railway, 920 15th St. N.W., Washington, DC 20013; (NARC) North Alabama Railroad Club, P.O. Box 4163, (TVRM) Tennessee Valley Railroad Museum, P.O. Box 5263, Chattanooga, TN 37406; (ACN) Atlanta Chapter NRHS, P.O. Box 13132, Atlanta, GA 30324; (NOC) New Orleans Chapter NRHS, P.O. Box 4355, New Orleans, LA 70178.

TOLEDO, OHIO, September 16. Second Annual Speeder and Handcar Rail Rodeo at the Waterfront Electric Railway, across from the Sports Arena at 60 Main Street. Run on the one mile WER trackage with your own rail vehicle. Admission $1; spectators welcome. Contact: John Mallory, 1408 South Street, Toledo, OH 43609; 419/382-4131.

MONTREAL, CANADA, September 23. Fall Foliage Excursion from Montreal to White River Junction, Vt., with VIA equipment over Central Vermont. Several runpasts. Tickets $32, seniors $29, special group fares available. Contact: Foliage, CRHA Excursions, P.O. Box 22, Station B, Montreal, Que., Canada H3B 3J5.

DENVER, COLORADO, October 7. Union Pacific 4-8-4 8444 will power a special train round trip from Denver to Laramie, Wyo. Photo stops enroute and food service in baggage car all day. Equipment will include coaches, dome coach and full lounge. All reserved seats. Adults $38. Additional information and tickets from Robert Brown, Intermountain Chapter NRHS, P.O. Box 5181, Denver, CO 80217; or call 303/623-6747.

NEW YORK, N.Y., October 8. Special Amtrak *Pennsylvania Limited* train from New York's Penn Station, Newark, Metropark and Trenton, N.J., to Strasburg Rail Road, Lancaster County, Pa., with restored GG1 4935. Photo stops and runbys with 4935 and steam on Strasburg. Package includes admission to Pennsylvania Rilaroad Museum at Strasburg. Over 385 miles of train riding, free itinerary and trip souvenir. Adults $34, children under 12 $32. SSAE to Trip Committee, Tri-State Chapter NRHS, P.O. Box 255, Dover, NJ 07801.

BOSTON, MASS., October 8-9. Amtrak fall foliage train from Boston to Saratoga Springs, N.Y., the through the Berkshires and Hudson Valley if peak fall colors. Relax in Amfleet comfort over 500 miles of Conrail and D&H with photo runbys, State Line Tunnel and D&H shop tour. Fare: $88 for adults (double occupancy), $44 for children under 12 and $50 for train-only. Write Mystic Valley Railway Society, P.O. Box 32, Mattapan, MA 02126; 24-hour phone 617/361-4445.

MEXICO, October 8-21, 1978. Railfan tour of Mexico including Copper Canyon in open gondola and 4.1% grades on the Trip of a Thousand Wonders. Mexico City Metro subway, streetcars and Sahagun car factory. Private cars *Soonerland* and *Mistletoe;* ride on locomotive. For full details and map, write Howard B. Thornton, Director, Midwest Travel Service, 2936 Bella Vista, Midwest City, OK 73110, 405/732-0566.

FISH CAMP, CAL., October 14. "Railfan's Day" on the Yosemite Mountain - Sugar Pine Railroad. Special operations all day for railfans will include freight train run and a moonlight caboose-hop/bar-b-que steak dinner special. Lots of photo possibilities. Trains will be powered by ex-West Side Lumber Co. 3-truck Shay #10, the largest narrow gauge Shay built. Vulcan Locomotive Works gas-mechanical #5 will also be in operation. Fares begin at $20. Box lunches available. Send large SSAE for details to Agent YM-SPRR Railfan's Day, 3473 W. Shields Avenue #95, Fresno, CA 93711.

STEAMTOWN, VERMONT, October 21-22. Steamtown's Annual Railfan Weekend featuring two full days of railfan-oriented activities with lots of steam action guaranteed. Many photo stops and runbys and a night photo session. Door prizes, including cab rides. For complete details, write: Steamtown Foundation, Dept. RF, P.O. Box 71, Bellows Falls, VT 05101, or phone 802/463-3937.

WILMINGTON, DELAWARE, November 3-5. Annual convention of TRAIN, the Tourist Railway Association, hosted by Historic Red Clay Valley, Inc., operators of the Wilmington & Western R.R. Scheduled are visits to railroad facilities, symposiums on safety, insurance and publicity. For information, contact: Henry Dickinson, Jr., 109 W. Ashland Ave., Glenolden, PA 19036.

CONTINUING OPERATIONS

CLEVELAND, OHIO, 1978 season. Cuyahoga Valley Line excursions with ex-GTW 2-8-2 4070 from Value City Station west of I-77 on Rte. 17 in Independence, Ohio, to Hale Farm Village and Akron Quaker Square, every Saturday and Sunday from May 27 through November 4. Departs Value City Station at 11:00 a.m. and returns 5:00 p.m. Fares: Cleveland to Hale Farm, adults $5, children $3; Cleveland to Akron, adults $8, children $5. For details, contact: Cuyahoga Valley Line, P.O. Box 49, Peninsula, OH 44264; (Cleve.) 216/468-0797, (Akron) 216/657-2474.

COTTAGE GROVE, OREGON, 1978 season. Oregon Pacific & Eastern Ry. operates 2-8-2 steam locomotive #19 Saturday and Sunday 10:00 a.m. and 2:00 p.m., and diesel locomotive #21 on weekdays at 2:00 p.m. from July 1 through Sept. 3. "Goose" passenger trains leave and return at Station Store behind Village Green at Cottage Grove. For free brochures and information, write: OP&E Ry., 101 S. 10th Street, Cottage Grove, OR 97424, or call 503/942-3368. (All times PDST.)

GETTYSBURG, PENNSYLVANIA, May to October 1978. Gettysburg R.R. will operate weekend passenger trips to Biglerville and return with one of two 2-8-0's or Alco RS3 power. Fare: $2.75 adult, $1.50 children. Special runs to Mt. Holly will be made on certain occasions. For information, contact: Gettysburg R.R., North Washington St., P.O. Box 631, Gettysburg, PA 17325.

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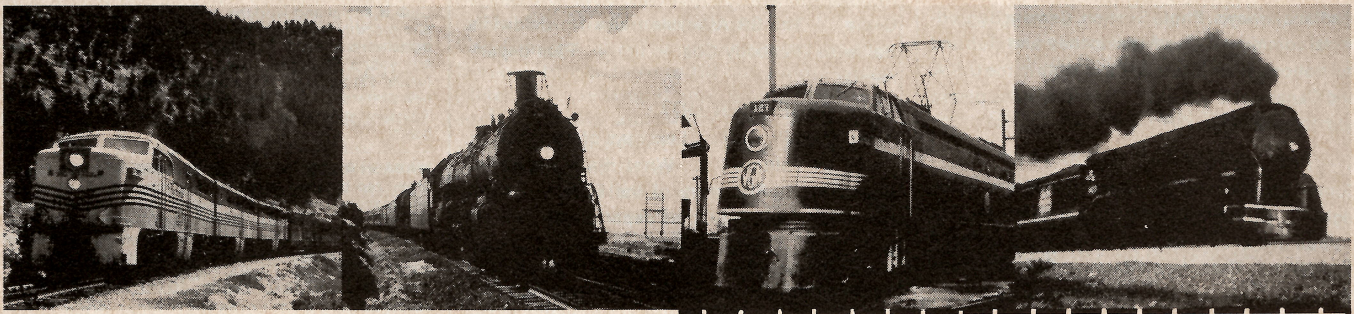

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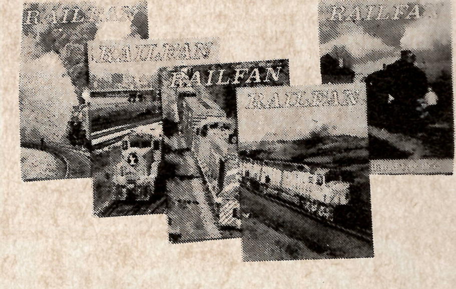

7 — SUMMER 1976

B&M Hillsboro Branch . . . The Jansen Turn (C&W-D&RGW) . . . C&W's Other Divisions . . . Picturesque Penn Central . . . The Frustrations of Railfanning . . . Whatever Happened to the Georgia Mixeds? . . . Plus pix and departments.

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8 — FALL 1976

Conrail's trolley . . . O. Winston Link, Master of the night . . . British Columbia Steam Exhibition . . . Conrail and shortlines . . . Last roundup at Parlin (D&RGW) . . . Essay from Ararat . . . Retracking the Apollos . . . plus pix and departments.

9 — WINTER 1976

Benwood's B&O EM-1 2-8-8-4's . . . A Boxcar weekend (EL/NJDOT) . . . The WP Milpitas F's . . . Scrappers save a steamer . . . Utah pure . . . Ross Rowland and No. 1 . . . Plus pix and departments.

10 — SPRING 1977

Greenville & Northern . . . Recalling the Grand Manner (dining car china) . . . Tehachapi weekend . . . Empress of Agincourt (CPR) . . . Turbo Empire . . . Steam still serves Sterling (NS&W) . . . Soo south of Schiller . . . Plus pix and departments.

11 — AUGUST 1977

Oregon's last loggers (O&NW, OC&E, Weyerhaeuser) . . . Lehigh Valley doodlebugs . . . CN 6060 . . . C&NW's Alco country . . . Two hours at Hunter (N.J. commuter lines) . . . plus pix and departments.

12 — OCTOBER 1977

Prince Edward Island (CNR) . . . Riding the ASEA "Mighty Mouse" electric . . . Fredom Train Photo Contest winners . . . Around the Narrow Gauge Circle . . . The SR Asheville trains . . . Baldwin's Baldwins (Peabody Coal in Ill.) . . . Plus departments.

13 — DECEMBER 1977

The Camas Prairie I . . . Last days of the CA&E . . . Index to Volume I . . . What really happened (Wabash) . . . The story of the FL9's . . . 4449: Homeward bound . . . plus departments.

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ORBISONIA, PENNSYLVANIA, 1978 season. East Broad Top R.R. and Shade Gap Electric Ry. will operate steam and traction equipment on weekends June through October. Narrow gauge steam trains operate every day in July and August, departing on the hour 11:00 a.m. through 4:00 p.m. Six original EBT Baldwin 2-8-2's on display and one in use each day. **EBT Winter Railfan Spectacular** is being planned for February 17-19, 1979. Memberships are open in this non-profit corporation. Write Sherman Shook, 160 Andover St., Wilkes-Barre, PA 18702.

NORTH CONWAY, N.H., June 17-Oct. 22. Conway Scenic Railroad features an eleven-mile train ride behind 2-6-2 108, 0-6-0 47, or 44-ton diesel 15. Operations daily with trains departing at 11:00 a.m., 1:00, 2:30 and 4:00 p.m. "Sunset Special" at 7:00 p.m. Saturdays and Sundays during July and August. See restored century-old depot, roundhouse, turntable and 30 historic rail cars. For free brochure, write: Conway Scenic R.R., P.O. Box 947, North Conway, NH 03860, or call 603/356-5251.

WILMINGTON, DEL., 1978 season. The Wilmington & Western R.R. will operate steam passenger train service on Saturdays and Sundays from Greenbank Station near junction of Del. Rtes. 2 and 41. Trains leave Greenbank at 12:30, 2:00 and 3:30 p.m. Fare for 9-mile round trip is $2.50 for adults, $1.25 under 12 and free under 3 years. W&W will also operate several trips on the Wilmington & Northern this season. For info, contact: Henry Dickinson, Jr., 109 W. Ashland Ave., Glenolden, PA 19036.

GLENCOE, MISSOURI. The Wabash, Frisco & Pacific Assn. operates a 12" gauge live steam railroad with a one-mile round trip behind an oil-burning 4-6-2. Sundays only from May through October, 1:00 to 4:15 p.m. Located 25 miles west of St. Louis and about ten miles west of the National Museum of Transport. For free brochure, send SSAE to: David J. Neubauer, Trainmaster, 1569 Ville Angela, Hazelwood, MO 63042.

RAILROADIANA MEETS

GAITHERSBURG, MARYLAND, September 10. Rockville Society of Model Engineers' 10th Annual Auction & White Elephant Table at the Montgomery County Fair Grounds on Chestnut St., Gaithersburg. Doors open 9:00 a.m. and auction starts at 10:30. Admission $1, 10% commission on items sold. For details, contact: Don Florwick, 13904 Castaway Drive, Rockville MD 20853, or phone 301/460-1257.

TOLEDO, OHIO, November 19. Waterfront Electric Railway's First Annual Model Railroad Flea Market and Displays at Yorkshire Hall, 4017 Lagrange Street, 11:00 a.m to 4:00 p.m. Tables $5.00 in advance, at door. General Admission $1.00, family $2.50. Refreshments available. For information, send SSAE to Charles E. Pauken, 1405 Harvard Blvd., Toledo, OH 43614, or phone: 419/382-8254.

ORGANIZATIONAL NOTICES

THE LAKE SUPERIOR TRANSPORTATION CLUB is looking for members interested in model, prototype or both. They hope to have a future operating steam excursion line. Club is social and working, with fan trips, work projects and monthly meetings. Lake Superior Museum of Transportation & Industry in Duluth is home. Membership fees are: voting, $8.00; associate (outside area), $5.00; junior (under 15) $3.00 per calendar year. All members receive newsletters and all mailings. Contact: Lake Superior Transportation Club, 506 W. Michigan St., Duluth, MN 55802.

WABASH RAILROAD HISTORICAL SOCIETY is being reorganized by John Nixon for the purpose of preserving information, both historical and technical, on the Wabash R.R. Monthly newsletter, *The Wabash Flag*, provides communication. Dues are minimal: one 13¢ stamp per issue of newsletter. Contact: Wabash Railroad Historical Society, 6009 S. 73rd E. Ave., Tulsa, OK 74145.

MINNEAPOLIS & ST. LOUIS HISTORICAL SOCIETY now being organized. Contact: D.E. Lindquist, 9113 Farley Lane, Overland Park, KS 66212.

ILLINOIS LIVE STEAMERS have openings available for new members. Tracks are complete in 3½", 4¾" and 7½" gauge. Diesels and electrics welcome. Contact: Bud Novy, Chairman, Membership Committee, 724 Suffolk Ave., Westchester, IL 60153; phone 312/343-0780.

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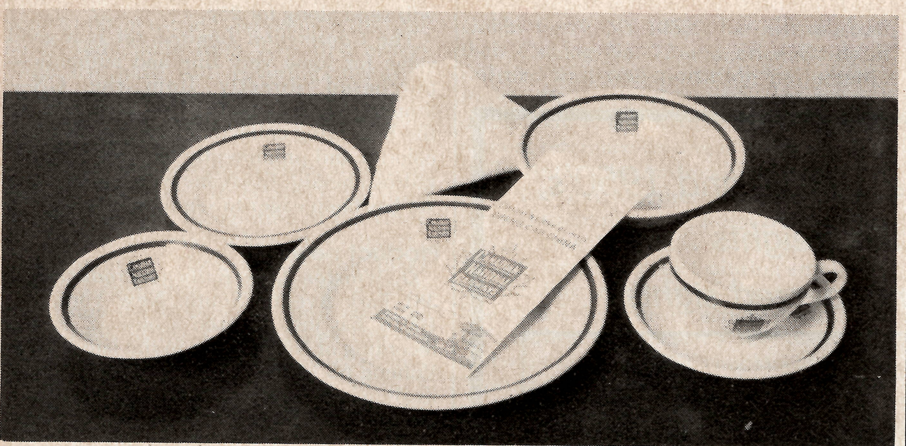

"CONTINENTAL LIMITED" SET OF BONAVENTURE CHINA FROM THE PRIVATE CAR LIMITED.

Dining Car china sets

Although much of the fun of collecting any sort of railroadiana is in the seeking out of the rare and unusual one-of-a-kind pieces, every collection can use a spectacular "focal point". In the field of dining car china, it seems to us that a logical and impressive focal point would be a complete place setting of one renowned design. Grace and Oliver Joseph of *The Private Car Limited,* Third and "A" Streets, Belleville, IL 62220, have available a variety of complete place settings from the Canadian National and the Union Pacific at prices that are quite low for the number and quality of pieces involved.

An example of what is available is the *Continental Limited* Dinner Set (catalog no. CN31) of six pieces of "Bonaventure" dinnerware plus a linen napkin. This attractive white china features an "electric blue border flanked by orange pinstripes and CN Maple Leaf logo (1954-1961) with white lettering on a brown field." It was manufactured by Gridley Hotelware Co. of Stoke on Trent, England, and wears the trademark "Duraline" on the bottom of each piece.

Our sample set was in mint condition with no chips or flaws, and the decoration was of the quality one would expect from a revenue set of china direct from the manufacturer—that is, not museum piece perfection, but a standard good job of "mass" production. Our *Continental Limited* set, named for the CN trains 3 and 4, the pre-1955 flagship of the fleet, included one coffee cup and saucer, a 9″ dinner plate, a 5½″ bread & butter plate, a 7⅛″ salad bowl and a 5⅜″ "wee" fruit nappy (dish), along with a 20″-square cotton damask napkin bearing the subtle CN logo and floral pattern woven white-on-white into the material.

This dinner set sells for $40.00 postpaid via UPS to anywhere in the continental U.S.A. (Incidentally, they will accept Master Charge or VISA orders by mail or telephone.) The set would cost $46.00 if purchased individually from their catalog.

The *Continental Limited* would be an excellent starter set for a collection, and the price is sufficiently reasonable that it would be practical to acquire enough sets to make a full table setting for actual use. The Private Car Limited also has other pieces in the Bonaventure pattern to fill out a more complete table setting if one would desire—such as cream and sugar sets, additional plates and bowls of various sizes and a cheese tray and cover.

If you would like to start off with a bigger set, they also have the *Super Continental* dinner setting for two made up of 24 pieces of Bonaventure china and some additional accent pieces for $255.00. Neither set, how-

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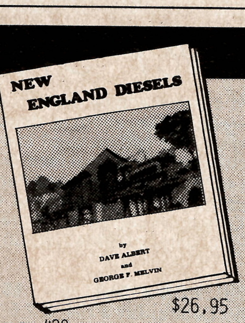

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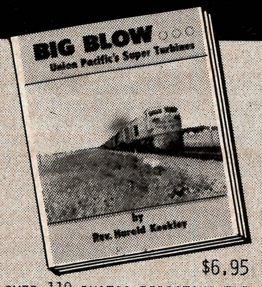

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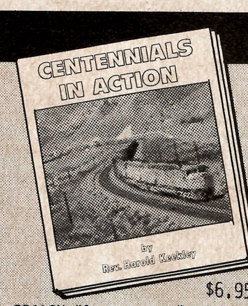

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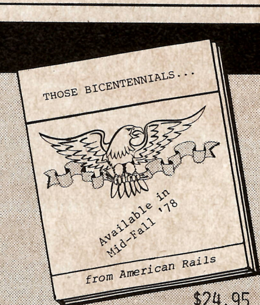

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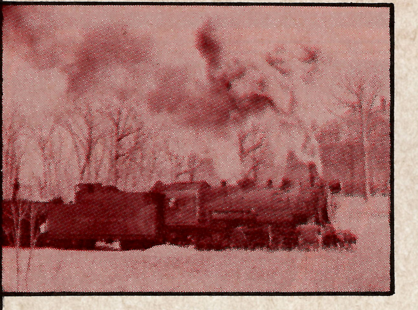

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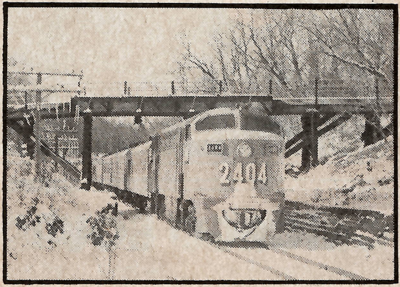

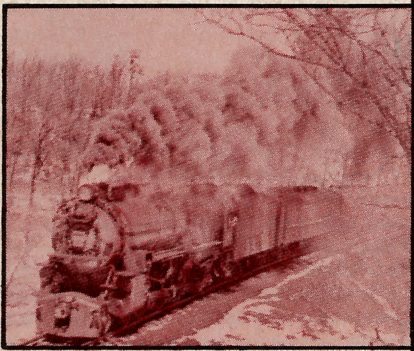

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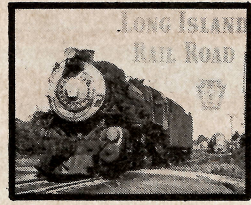

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Product news

O. Winston Link Railway Productions, 381 Park Avenue South, New York, NY 10016, has just released a new 12" stereo recording of N&W steam in the late 1950's. Volume 6S of the "Sounds of Steam Railroading" series, *Mainline to Panther.* Link's five previous albums have become industry standards, and this album features all new material from the same vintage, with emphasis on the Class A 2-6-6-4's, Class J 4-8-4's and some antics of 0-8-0 switchers. The 12" record is available in stereo only, has a full color dust jacket featuring a Class A and sells for $7.95.

A Decade of D&H is the title of Karl Zimmermann's latest book published by *Delford Press,* P.O. Box 27, Oradell, NJ 07649. With excellent text and abundant photos, the author covers the D&H's turbulent years from 1967 through 1977. 80 8½" x 11" pages, softcover, for $6.95.

The latest book from *Howell North,* 1050 Parker St., Berkeley, CA 94710, is George Hilton's *Monon Route,* featuring the history and extensive pictorial coverage of Indiana's favorite railroad. This 324-page hardcover sells for $16.50.

Remember to mention RAILFAN when writing to advertisers or for material mentioned in this column.

Wayner Publications, Box 871, Ansonia Station, New York, NY 10023, has just released their updated "Revised Second Edition" *All-Time Index* for *Trains, Railroad, Model Railroader, Extra 2200 South,* RAILROAD MODEL CRAFTSMAN and the *Bulletins* of the R&LHS and NRHS—not individual indexes, but all in one index! This extremely handy index is a must for anyone doing rail research, prototype or model, and covers the magazines from their beginnings through the year 1976. (Add to this the December 1977 RAILFAN with the index to our Volume

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I, and you've got 'em all.) The Wayner 242-page softcover index sells for $8.95.

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The Midwest Railway Historical Society, Box RR, Riverside, IL 60546, is having a special philatelic recognition of the Chessie Steam Special when it visits the Chicago area. They are having three cacheted envelopes cancelled by a USPS clerk from the Dolton, Ill., post office on board each of the Chicago area Chessie trips. The set of three, each cancelled on a different trip, is $2.25 plus a large SSAE. A special set of all three designs each cancelled on all three trips (nine envelopes total) is $6.00. A single cover without choice of design or date is 75¢.

Audio-Visual Designs, P.O. Box 24, Earlton, NY 12058, is giving you a head start on the new year by having available the "Railroading 1979" full-color wall calendar featuring 9" x 12" color photos of ICRR, NYC, CB&Q, Southern, VBR and UP steam, and D&H, D&RGW, EL, AT&SF, GN, SP and B&O diesels and an Amtrak Turbo, all printed on heavy stock and wire bound in an appointment calendar format. The price is $3.95 each plus 50¢ postage. In September they will also have the 1979 version of Don Wood's classic "All Pennsy" b&w calendar. Price is $4.50 plus 50¢ postage. They are also listing two new slide sets: "SR 610" and the "Chessie System 2101"; five slides per set at $1.50 per set.

Northern Rails is the title of the 1978 edition of the railfan guide to Maine, New Hampshire and Vermont published by the *470 Railroad Club*, Box 641, Dept. RFR, Portland, ME 04104. It includes capsule descriptions of all railroads and short lines in the states along with maps, rosters and photos. There is also data on radio frequencies, local clubs and tourist railroads. Price is $3.50 plus 30¢ postage.

Tracking Ghost Railroads in Colorado, by Robert Ormes, is now into its second printing and available from *Century One Press*, 2325 E. Platte Ave., Colorado Springs, CO 80909. Eight new pages have been added, bringing this popular book up to 160 pages with 71 color maps and 140 photos (five in color). Price is $9.95 plus 50¢ shipping. Colorado orders add 37¢ sales tax.

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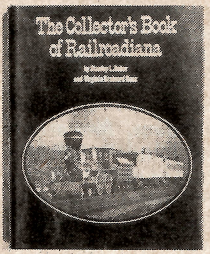
The Depot Attic, 377 Ashford Ave., Dobbs Ferry, NY 10522, has just released their Catalog No. 72 and Price Guide of railroad and transportation collectable items. 78 pages of items ranging from dinnerware to airline timetables. This permanent reference catalog is $4.00.

The Anthracite Railroads Historical Society has put together a special double issue of their magazine, *Flags Diamonds & Statues*, resulting in a very professional 48-page softcover book featuring articles on the Reading southwest of Harrisburg with fine steam and diesel action photos, the LV's earliest diesels and a very well illustrated piece on the CNJ's big Mikados. The "Spring '78" issue sells for $3.50 and is available from the Anthracite Railroads Historical Society, 404 Walnut Ave., Horsham, PA 19044.

Book reviews



The Collector's Book of Railroadiana, by Stanley L. Baker and Virginia B. Kunz, published by Hawthorn Books, 260 Madison Ave., New York, NY 10016. Hard cover, 240 8½"x11" pages: $16.95.

Many of us who have been "in the hobby" for several years begin to think we have seen it all when it comes to railroadiana. Then you pick up a work such as the Baker-Kunz book and you think again, for between its covers are items outlandish enough to be coming from the Madison Avenue of today and childlike posters that could only be associated with the simpler life of the 19th Century.

The large work is divided into six chapters covering just about everything railroads and railroadmen bought, made, sold and used. There is also information, albeit very rudimentary, on railroad photos, Hollywood railroad movies, postage stamps and post cards.

Historical background data is not ignored in the book. In the section on advertising posters, it is pointed out that the Soo Line originated that now famous slogan "See

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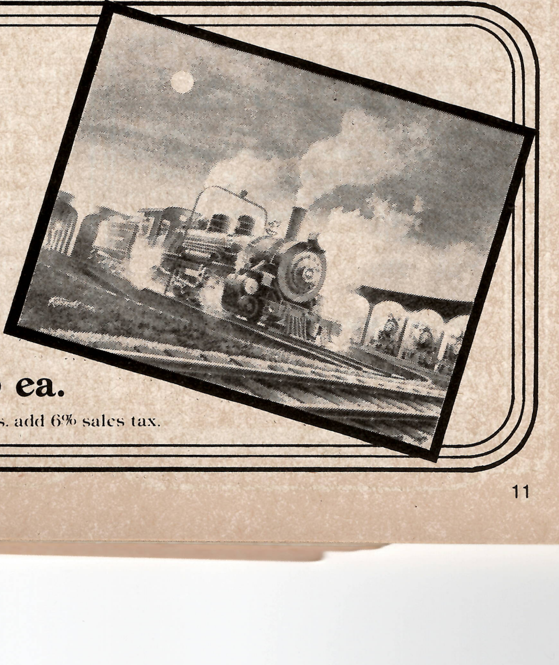

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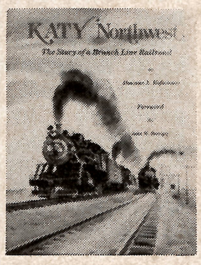
America First." Bits of history on railway post offices and sleeping cars are also included.

Examples of many of the items in the text are illustrated in color plates and black and white photos. Such delights as a Northern Pacific fan used to promote their tours of the Orient and a Monon bronze matchholder in the form of an alligator are shown. More common items in the form of railroad watches, silverware and lanterns are also covered.

Books and articles on many of the individual areas of railroadiana collecting have been written in the past, but it took railfan antique collectors Baker and Kunz to gather just about everything in the railroadians' universe and put it between the covers of a single volume. They rounded out their work with a short list of railroad museums, NRHS chapters and a bibliography. They promise to put out a price list of railroadiana at a future date. This should be controversial as well as interesting.

The broad brush book should add to any fan's knowledge of the hobby—WALTER A. APPEL.

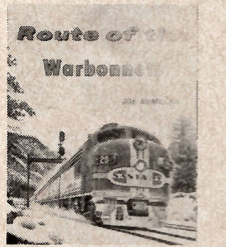


Katy Northwest, The Story of a Branch Line Railroad, by Donovan L. Hofsommer, forwarded by John W. Barriger III, published by Pruett Publishing Co., 3235 Prairie Ave., Boulder, CO 80301. Hardcover, 305 8½" x 11" pages, $26.95.

Katy Northwest is more than just another railfan pictorial history book. Professor Hofsommer has written both a readable and enjoyable history of the Missouri-Kansas-Texas Railroad's Northwestern District and a study of the problems endemic to branch line railroads throughout the agricultural sections of the United States. Specifically, this book recounts the creation, life and death of the Wichita Falls & Northwestern and the Beaver, Meade & Englewood railroads. These two roads, which became the Northwestern District of the M-K-T, ran from Wichita Falls, Texas (a town west and slightly north of Fort Worth) north and then westward through the Oklahoma panhandle to Keyes, Oklahoma. While there was a short oil boom, as well as some liquid petroleum gas, which produced on line traffic, the railroads were built primarily to serve the wheat country of northern Texas and western Oklahoma. Ultimately abandoned in 1973, a portion of the line out of Woodward, Oklahoma, survives as the Northwestern Oklahoma, an independant shortline.

While this book is written as a history book, the text is not "dry" and boring, but very readable. There is extensive photographic coverage of historical nature, including the disheartening derailment of the Katy's GP7's on the last trip. Since this "branchline" was over 300 miles long, coverage includes quite a large geographic area. Modelers will find extensive right-of-way, bridge construction and depot photos most useful. Motive power is reasonably well covered also. Unfortunately, the book suffers from a paucity of maps, there being only two in the book. It would have been nice if Mr. Hofsommer had included a combined, detailed map of the component roads.

This book is printed on good quality stock and has better than average photographic reproduction quality. Layout is such that photographs are close to the text that they relate to, thus enhancing the book's readability. The author and Pruett Publishing deserve congratulations for a job well done—MAX S. ROBIN.



Route of the Warbonnets, by Joe McMillan, published by Joe McMillan, 3208 Halsey Dr., Woodridge, IL 60515. Hardcover, 176 8½" x 11" pages; $18.95.

In the traditional era of railroading in the U.S., certain paint schemes were indelibly linked to particular railroads. Examples which come readily to mind include the New York Central's "Lightning Stripe", the Southern Pacific's *Daylight* and the Pennsy's Tuscan red schemes. Another, which evinces thoughts of huge 4-8-4s as well as fleets of F-units, is the Santa Fe's "Warbonnet." This scheme, which exists only in a modified form today, immediately brings to mind a Class 1 operation spanning the West.

Mr. McMillan, whose previous work, *Santa Fe's Diesel Fleet,* set a new standard for motive power chronicles, examines a different facet of the Santa Fe in his new book, concentrating on operations and traffic patterns, rather than equipment. This book, which covers the time frame of 1969 to 1977, is basically a collection of photographs of the Santa Fe in action, with coverage ranging from PA's to the *Super C*.

Visually, this book is a fine example of contemporary railfan photography. The photo selection is excellent, with a nice balance between action and human interest shots. Typically, each pair of facing pages contains three or four photos and a paragraph of text. Photo reproduction is extremely good, enhancing an already pleasant layout. The lack of chapters, which makes it very difficult for the reader to return to specific pictures and/or text, was initially disconcerting; however, the text contains sufficient information to allow the book to flow very nicely.

The Howard Fogg cover painting and the unique endpaper design (consisting of photos of interesting location signs across the system) combine to make a very effective package for a most worthwhile book—MAX S. ROBIN.

A History of the
Lehigh Valley Railroad
"The Route of the Black Diamond"
by Robert F. Archer

A History of the Lehigh Valley Railroad, by Robert F. Archer, published by Howell-North Books, 1050 Parker St., Berkeley, CA 94710. Hardcover, 372 8½" x 11" pages; $17.50.

Through the years the Howell-North publishing house has achieved and maintained a reputation for high quality railroad books, and any new release has got to be welcomed with open arms. This Lehigh

Valley book is no exception. Archer has close family ties to the LV and grew up near Sayre, Pa.,—lucky fellow; his book is obviously a labor of love.

The quality of reproduction of this profusely-illustrated history is up to Howell-North's usual high standards. Several photographers known for their excellent LV work are well represented; these include Wayne Brumbaugh, Bob Malinoski, and H. D. Runey. On the dust jacket is a reproduction of a well-executed painting by Ted Xaras from a Brumbaugh classic photo of a 2-10-2 and a 2-8-2 doubleheaded on a westbound of empty hoppers at Oxbow Curve in the railroad's namesake river valley. This was the Lehigh Valley!

Archer's research is at its best in the telling of the railroad's growth under its guiding genius, Asa Packer. He covers in great detail the building and eventual merger of the myriad short lines that finally made up the LV proper, which reached a peak in 1912 of 1,454 superbly-maintained route miles.

For most of the 19th century *coal* was the sole purpose for the Lehigh Valley. The objective of these short lines was either to tap the mines or to open up the gateways—first Philadelphia, then upstate New York (Lake Ontario and Buffalo) and finally New York harbor. When one considers the high percentage of LV trackage entailed by lines that never could have had but one reason for existence, it is truly amazing that so many branches survived up to recent years. For a LV fan who spent the recent past following overgrown, rusting and rotting—even embargoed—trackage, the former glory and charm of these lines is relived through Archer's text, supported by many vintage photographs and illustrations. Now that Conrail has obliterated some of the most photogenic railroading in the East with the LV Buffalo Division abandonments, it is ironic that LV's Waverly Connection and one time third-rail trackage rights over the broad gauge Erie to Buffalo has come a full circle.

To this reviewer, the highlight of this book is the spectacular photographic coverage accorded the last three decades of steam. While the esthetics of Lehigh Valley steam were lost on all but the most devoted of LV fans, these efficient products of Alco, Baldwin and Sayre represented the beginning of the LV's fight for survival as the anthracite traffic was drying up. Still, the LV could be tightfisted with style—witness the Otto Kuhler-designed streamlining and upgrading of key passenger trains just prior to World War II.

As the road's financial plight went from bad to worse, management did take aggressive action; the LV was one of the first roads to completely dieselize and then to eliminate all passenger service. Finally near the end, a high percentage of second generation power made its way on the roster, and the LV was one of the first roads with low-nose road switchers. Unfortunately, with the exception of good photographic coverage of Alco PA's in passenger service, the LV's final 25 years in text and photography is not one of this book's strong points. First generation coverage is sparse, and second generation coverage seems to suffer from a headlong rush just before and after Conrail. There is a consequent lack of variety in chronology, geography and subject matter. Details of motive power acquisitions and the many color schemes that gave the LV such renown in its last years do not appear. For example, the reader would never guess that the road's 16 GP38's (and Dash 2's) were the backbone power in its last years—yet the U23B's that spent a scant 16 months on the road appear in an excessive number of photographs. The inclusion of an illustrated locomotive roster would have gone a long way toward overcoming these imbalances. Also, the purist questions the use of post-Conrail photographs.

This is a history, and the layout is chronological, marred only by an occasional transposition of subject matter between the illustrations and text. The reader will have to look elsewhere for more detail in such specialty areas as operations and passenger and freight equipment, in uniqueness of which the Lehigh Valley was second to none. On the other hand, some of the more obscure aspects of the LV, such as marine operations on the Great Lakes and in New York harbor, are admirably covered. Overall, Archer's effort has to be given high marks, and at $17.50 list, it is a first rate value—R. T. STEINBRENNER.

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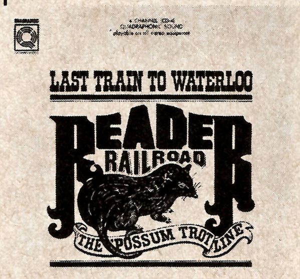

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Railnews

THE TEXAS STATE RAILROAD One of the most impressive and professional tourist railroad operations to develop within the past few years has been the Texas State Railroad, which, like West Virginia's Cass Scenic Railroad, is a state park. Operating 25 miles between Rusk and Palestine, below Dallas near the Louisiana border, the TSR (the line's original name when it was constructed in 1894, incidentally) has four steam locomotives and runs one trip per day except Tuesdays and Wednesdays from late May through September 4, with two trips on Saturdays and holidays. The runs are Rusk to Palestine and return departing 11:00 a.m. for single run days and 9:00 a.m. and 1:30 p.m. on Saturdays and holidays. (Reservations are recommended; for information contact Texas State Railroad, P.O. Box 39, Rusk, TX 75785, or call 214/683-2561. Fares are $5.75 adult and $3.25 children under 12, round trip.)

The most recent addition to the TSR motive power stable of two big 4-6-0's and a "Pershing" 2-8-0 is ex-Magma Arizona 2-8-2 No. 7, now TSR No. 400. Built by Baldwin in 1917 for the Tremont & Gulf as their No. 30, the lanky little Mike with the Vanderbilt tank was in service on the Magma Arizona until 1967—starring in the movie *How The West Was Won* in her later years.

The Mike was completely rebuilt by Hahn & Clay Boiler Works in Houston, and the Texans feel she is in as good shape today as she was when she rolled out of Baldwin in 1917. No. 400 is expected to be the regular engine for the 1978 season along with ex-SP T-1 4-6-0 No. 200 (ex-2248, one of the famous Roseville "fire engines").

THE SOUTH BRANCH The State of West Virginia is about to enter the common carrier railroad business on September 15, 1978, when it takes over the former B&O "South Branch" from Green Spring to Petersburg in the northeast portion of the state. The track and land of the 52-mile line is being donated to the State by the Chessie System, and state and federal funds will be used to rehabilitate the trackage.

The West Virginia Railroad Maintenance Authority, and its Executive Director John Killoran, will have responsibility for the operation of the line. The general manager of the new line is George Payne, former Amtrak general foreman of running maintenance in Detroit and a railfan who is quite active in the Tourist Railroad Association. A local work force will be hired to staff the railroad, and the State-owned government surplus ex-U.S. Navy Alco MRS-1 road switchers (see *Railnews* Winter 1976) that have been stored at Cass will be used for motive power. State ownership and operation will guarantee the future of the line and contribute substantially to the already rapidly expanding poultry industry in the area. In addition to chicken feed, the railroad also has on-line quarries with good potential for limestone shipments.

The State got serious proposals from a half-dozen short line operators who were interested in contracting to run the line, but none could match the financial resources that the State had available to do the job itself. The line will be named the South Branch Valley Rail Road, and plans at the moment call for the locomotives to be painted in the old Virginian colors.

STEAM ON THE GO As part of the ceremonies opening the new GO Transit commuter line from Toronto to Richmond Hill, CN's 4-8-2 6060 pulled a special consist on April 29, 1978, to be the first train to depart Richmond Hill. The second train, following shortly behind, had a GP40TC, nine new bilevels and a new F40PH on the rear. No fares were charged, and both trains were packed.

The Richmond Hill line uses 21 miles of the CN's Bala Subdivision with a second track added between Doncaster and Richmond Hill and CTC installed. The trackwork and signalling cost $6.5 million, with an additional $1.2 million spent on stations and $10 million federal money on equipment. The initial service calls for three morning rush hour trains into Toronto and three out to Richmond Hill in the evening, weekdays only.

The first of six F40PH's built by General Motors Ltd. of London, Ont., was on hand for the opening. The GO F40PH's (510-515) are externally identical to Amtrak's units but incorporate some internal modifications. In addition to the F40PH's, which are equipped for Head End Power (HEP), GO Transit now operates its eight original GP40TC's (500-507) with 900-h.p. GM auxiliary diesel systems for HEP, and eleven GP40-2 wide noses with no HEP. Nine ex-Ontario Northland F7's (900-908), have been converted to Auxiliary Power Control Units (APCU's) by removing their traction motors and replacing their 567's with 1000-h.p. HEP sets. The APCU's are used with as HEP power units and cab cars on the push-pull consists with the GP40-2's. Any train of over seven bilevels will require two HEP units in some combination of locomotives and/or APCU's. 32 of the 80 bilevels are now in service.

THE FIRST "SPRINT TRAIN" About two years ago the Federal Railroad Administration (FRA) and the Association of American Railroads (AAR) initiated a project called the Intermodal Freight Program to explore methods of making rail piggyback service more competitive with intercity trucks in certain high-density corridors. The idea was to use the best ramps and routes between specific cities and run fast and frequent piggyback "unit trains" to lure trailers off the highways and onto the rails. They specified that the loading of the flats would be done by cranes or Piggypackers, the routes be over 300 miles and permit an *average* speed of 40 m.p.h.

At 8:00 a.m. on June 5, 1978, the first of the FRA projects came to life as President Worthington L. Smith of the Milwaukee Road fired the starter's pistol and the first "Sprint Train" departed the Franklin Park, Illinois, piggyback terminal at the east end of Bensenville Yard and headed for Warner Road Terminal in St. Paul. A respectable crowd from the industry and press was on hand for the pre-departure ceremonies—with only the representative of the engineers' union sounding a discordant note over an unresolved issue of crew change points—and orange "Sprint Trains" T-shirts were the order of the day. Two GP40's, 20 pig flats and a caboose made up the first train, a consist that is to be standard for the service.

Fast, scheduled operation is the key to the Sprint service, and three trains will depart Chicago on weekdays at 2:00 a.m., 8:00 a.m. and 8:00 p.m., arriving St. Paul at noon, 6:00 p.m. and 6:00 a.m. respectively, and departures from St. Paul at 8:00 a.m., 2:00 p.m. and 8:00 p.m. arriving at Chicago at 6:00 p.m., midnight and 6:00 a.m. respectively. Each terminal will originate an 8:00 p.m. train on Saturdays with no Sunday service. The units and cars are expected to make the 800-mile round trip every 24 hours.

The Sprint Trains will be underwritten by the FRA for the first year and will hopefully have developed enough of a market by that time to be continued independently by the Milwaukee. The Sprints are the first of what is expected to be many such projects initiated on other roads under the FRA/AAR program.

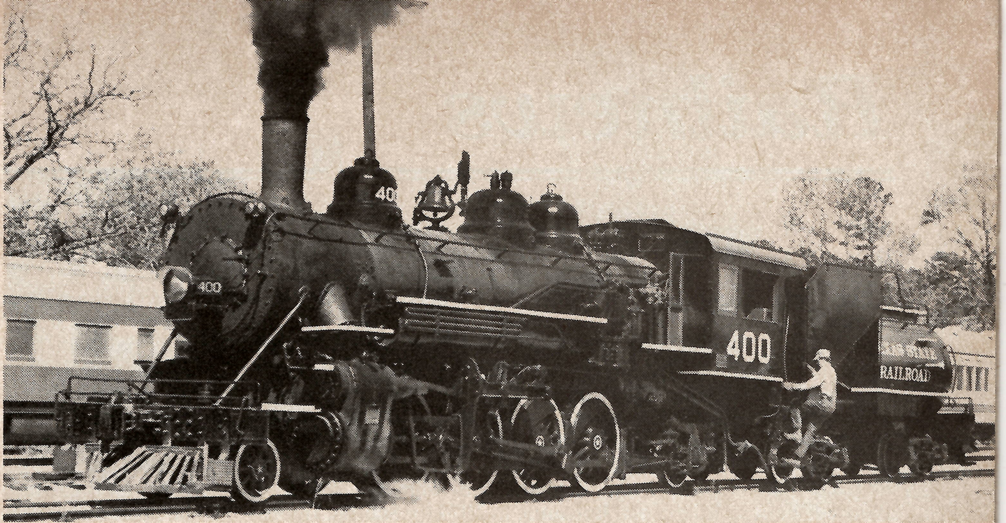
CHESSIE 4-8-4 2101 After completing overhaul at the Reading Shops (centerspread, May '78 RAILFAN), the Chessie Steam Special 4-8-4 2101 was moved to Baltimore on a short freight consist on April 28. The following day, it was tied onto about 45 freight cars and made a final test run to Washington and return. It made its debut passenger trip from Baltimore to Hagerstown with no mechanical problems, but watering problems at Hagerstown made for a rather late return.

Throughout May and early June the 2101 has been performing very well, and the new grease lubricators on the main bearings are working properly as expected. On the June 5 ferry move from Cincinnati to Chicago, there were extensive delays after someone pulled the emergency air accidentally from the rear of the train at speed and the resulting jarring stop damaged the draft gear on some of the open-window coaches near the front of the train. The incident is not expected to complicate further operations. RAILFAN will have a feature about the spectacular Sand Patch 17-Mile Grade weekend of May 13-14 in the November issue.

ITS THE REEL THING! When 20th Century Fox contracted with the Cumbres & Toltec Scenic R.R. to set up a location west of Antonito for the shooting of *Butch and Sundance—The Early Days* in May 1978, the railroad faced the problem of getting their movie train from Chama to Antonito—over a still-snowbound Cumbres Pass! As the D&RGW had done for winters on end, the C&TS fired up their rotary snowplow OY, two Mikados and a caboose and set out on April 21, 1978, to spend five days plowing out the 10,021-foot Cumbres Pass—not as a railfan event, but as a real and necessary part of their railroad business.

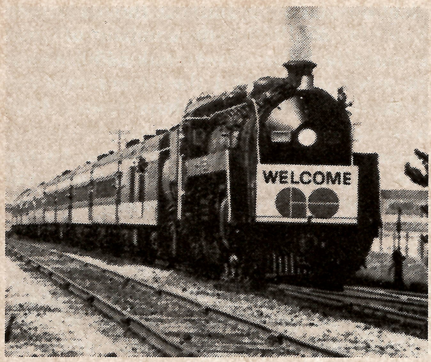
A NORTHERN PACIFIC RS3 As a part of a million-dollar court battle, the BN needed to re-stage an accident that took place on the

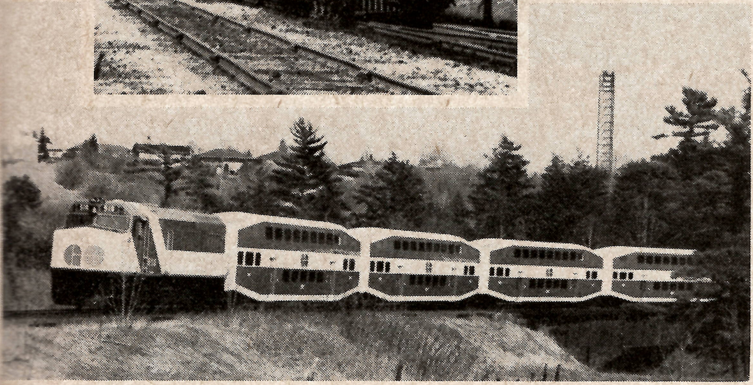
THE TEXAS STATE RAILROAD has just overhauled for service their 2-8-2 No. 400, built by Baldwin in 1917 for the Tremont & Gulf and later becoming Magma Arizona No. 7. The Mike will be working this summer on the TSR trains between Rusk and Palestine in southeastern Texas, a 50-mile round trip. The other TSR engine in service this season will be the big ex-SP 4-6-0 2248.



JOE DALE MORRIS

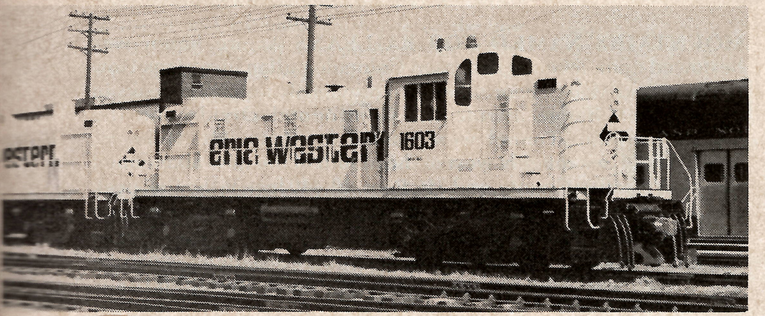
TWO PHOTOS: J.D. ALMACK





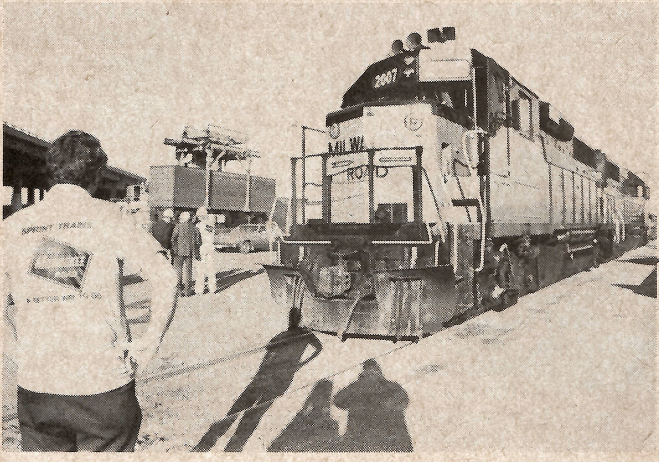
STEAM ON THE GO Transit line to Richmond Hill was part of the opening day ceremonies on the new route on April 29. CN's 4-8-2 6060 headed the first train giving free rides to Toronto and back, and it was followed by a train of new bilevels and the first GO F40PH.

RAILFAN: JIM BOYD



THE ERIE WESTERN has acquired four ex-C&NW RS3's. On June 5, 1978, the first two were outside the C&NW 40th St. Shops after being painted in a very snappy white with blue and green stripes and black lettering.

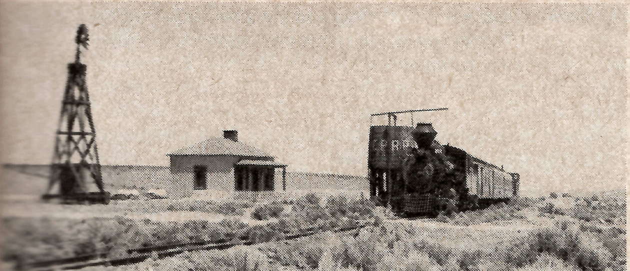
RAILFAN: JIM BOYD



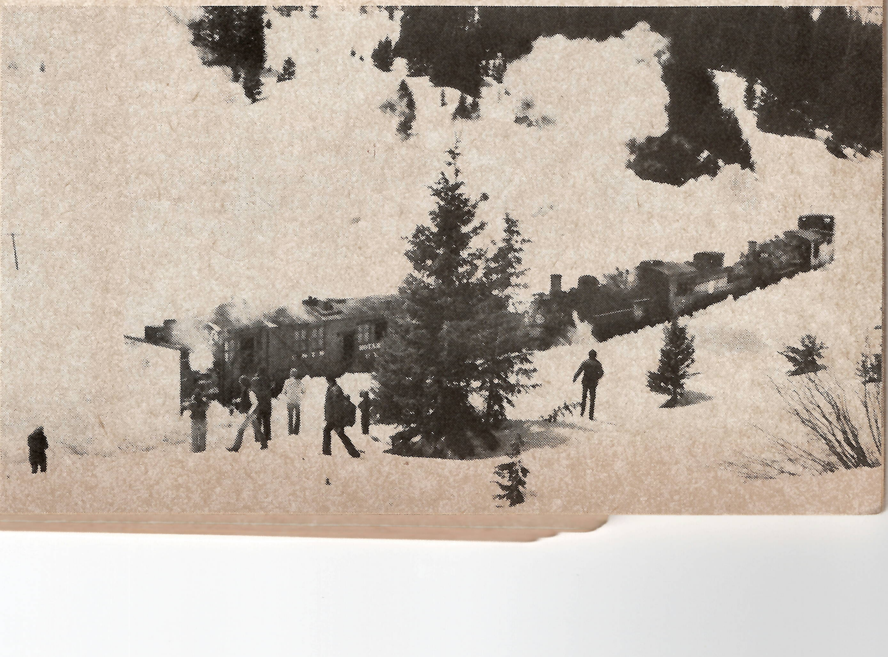
THE FIRST "SPRINT TRAIN" departed the Milwaukee Road's Franklin Park. Ill., ramp at 8:00 a.m. on June 5, 1978, President Worthington L. Smith (**below**) gave the keynote speech to gathered industry and government officials. The Sprint Trains are an FRA/AAR-sponsored effort to provide fast and frequent piggyback trains to compete for interstate truck business. 32 Sprints a week will run between Franklin Park and St. Paul, Minn.

RAILFAN: JIM BOYD

TWO C&TS PHOTOS: CLOVIS BUTTERWORTH



IT'S THE REEL THING! In order to get its equipment over to the movie set (**above**) near Antonito for the shooting of *Butch and Sundance–The Early Days*, the Cumbres & Toltec Scenic Railroad had to fire up two Mikados and Rotary OY to plow out the still-snowbound Cumbres Pass. For five days in late April 1978, a narrow gauge rotary was working for real!



Railnews

NP just before the merger. To do this, the BN needed an NP RS3 in its pre-merger colors, so they reached into their dead line and pulled out ex-NP RS3 4082, an unserviceable unit with its exterior intact, and repainted it in early June 1978 into the traditional NP black with NP lettering. The unit left Vancouver on June 18 for the accident site. Four BN green RS3's are reported still in service in the Vancouver, Wash., area.

FAUR FROM HOME Brought to the U.S. from the 23 August Works of Faur in Bucharest, Romania, in 1974 by Stanray International and tested far and wide over four years, the "Quarter Horse" has finally found a home. The 1250-h.p. diesel-hydraulic light duty road switcher featuring a 6-cylinder Sulzer engine from France and a German Voith transmission has just become Washington Terminal No. 78, working between Ivy City and Washington Union Terminal. Although demonstrator LDH-125-107 worked main lines, yards and short lines from coast to coast, it was unable to make a dent in the potential replacement market for America's aging switch engines. Ironically, it now shares its blue WT paint job with a small fleet of RS1's.

THINGS IN BOSTON The commuter service operated by the B&M for the MBTA in Boston continues to make motive power news. For years the B&M RDC fleet had been undermaintained, and last winter was its undoing. Because of numerous road failures, the railroad began pulling RDC trains with freight diesels. Many cars had only one of their two engines functioning, which meant they could provide themselves with heat and light but not self-propulsion. In the face of this, the MBTA, which now owns the cars, has decided to make the situation permanent. Approximately half of the 92-car RDC fleet will have one engine removed, and the surplus engines will go into a spare parts pool to keep the rest running. 18 of the B&M's 23 freight GP7's will be modified to m.u. with the RDC's in push-pull configuration, with the Geep moving the train while the remaining RDC power plants provide "hotel" power. In the "push" direction the engineer runs from the cab of the lead RDC; going the other way the GP7 pulls in the normal manner. As of mid-April, 13 GP7's had received the necessary electrical modifications, and eight push-pull sets were in operation covering most branches out of North Station.

Meanwhile, with the coming of warm weather the CN steam generator cars have been returned and the D&H PA's have returned to their normal assignments on the three Framingham trains (see "Strangers in South Station", April 1978 RAILFAN). Additionally, the Budd SPV-2000 demonstrator spent six weeks in April and May testing in revenue service before going west to Chicago. And the MBTA began sending its ex-NH GP9's to the ICG Paducah Shops for an unusual rebuilding program that will see most of the units come back wearing the carbodies of ex-GM&O F-units. The first of these hybrids is due in Boston by summer. Of course, MBTA F40PH's are also expected this summer—TOM NELLIGAN.

COACH CORRECTION In the July '78 *Railnews* we reported incorrectly that eight D&H coaches had been sold to Boston's MBTA. Alan Whalen of White Plains, N.Y., pointed out that the cars went to New York's Metropolitan Transportation Authority (MTA, not Boston's MBTA). The eight cars (31 *Ausable River,* 32 nameless, 33 *Schraan Lake,* 34 nameless, 202 *Lake Placid,* 204 *Lake George,* 205 *Lake Ticonderoga,* and 206 *Essex County*) arrived at North White Plains on March 31, and after assorted repairs they were put into service on the Hudson line between Poughkeepsie and Grand Central Terminal. They normally run as a matched set behind a pair of blue and yellow Conrail/MTA FL9's, making a very attractive train. The cars still wear D&H colors, names and lettering, and there are no immediate plans to change.

***SILVER DOME* SAVED** Bellevue, Ohio, is building up quite a railroad museum through the efforts of the Mad River and NKP Railroad Society (the name refers to the Mad River R.R. through Bellevue which became the Big Four/NYC/PC and, of course, the Nickel Plate). The Mad River museum has just acquired what is probably its most nationally significant piece of equipment, ex-CB&Q *Silver Dome,* America's first vista dome car.

Purchased from Amtrak at Beech Grove, Indiana, the car arrived in Bellevue on the N&W on May 25, 1978, in the company of Great Northern Pullman *Lewis and Clark Pass* (ex-Amtrak 2450). Operated by Amtrak in revenue service as No. 9401, the *Silver Dome* was created in June 1945 by the CB&Q's Aurora Shops from a 1940 Budd 52-seat coach, *Silver Alchemy,* CB&Q 4714.

After a short passenger-carrying trip within Bellevue on the N&W for the Cherry Festival of June 23, 1978, the *Silver Dome* will be placed on permanent display at the museum site. The purchase of the car was financed by public donations and the sale of "seat purchases" where each donor will have his or her name on a brass seat tag in the car.

THE EX-D&H SHARKS After their purchase in April by Castolite, Inc., the D&H Baldwin Sharks moved west and were immediately put to work by the Michigan Northern, to whom they had been leased. Based out of the ex-PRR enginehouse on the north side of Cadillac, the Sharks have worked various MN assignments but are expected to settle down to the Cadillac-Grand Rapids run. Although they still wear the D&H paint—and are expected to for some time—and no lettering, it is reported that they will get MN lettering treating them as a mated pair with MICHIGAN on the flank of one unit and NORTHERN on the flank of the other, reading correctly on both sides of the set. The MN is inquiring into the availabilities of serviceable Baldwin road switchers.

The Sharks were up to their old tricks in short order on the MN by attracting railfans by the dozens and making a quick debut in passenger service. To celebrate National Transportation Week in May, the MN borrowed coaches from the Boyne Valley and gave free rides to school children up and down the line. Russ Reveal of Grand Rapids was aboard and reports the rides generated terrific enthusiasm among riders young and old.

Continuing in the "old tricks" department, a late report indicates the Sharks are out of service for the time being with internal ills.

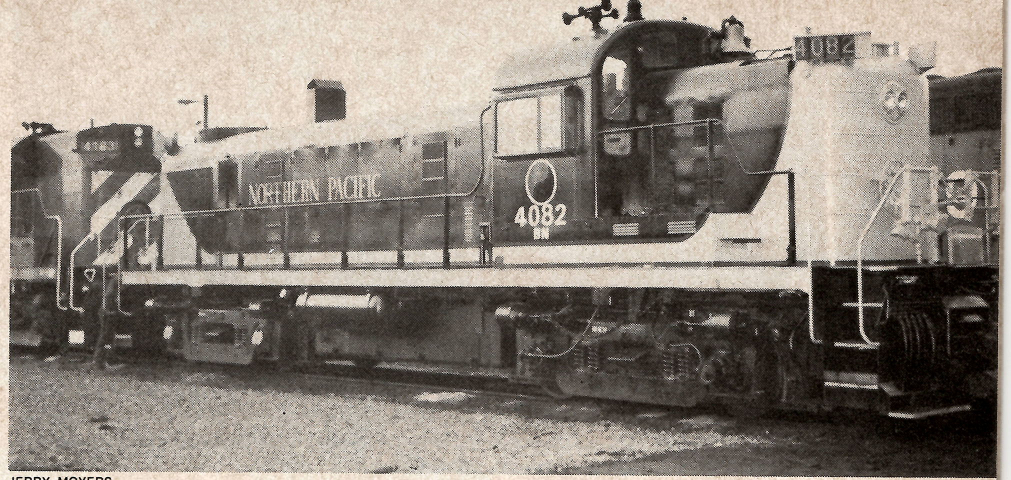
MOUNTAINS NAMED FOR RAILFANS A rare honor was bestowed upon recently deceased Colorado railfan historians Dow Helmers and Mac C. Poor, when two previously unnamed peaks in the Sawatch Range astride the Continental Divide and the DSP&P's Alpine Tunnel were named for them. Mt. Helmers, 12,858 feet, rises roughly west of the mouth of the now-abandoned tunnel in Chaffee County, and Mt. Poor, 12,440 feet, is the first peak east of the tunnel in Gunnison County. The flanks of each mountain drop downward to form Altman Pass, a foot trail used by workers to get between the two portals while the tunnel was under construction in 1880-1881. The Alpine Tunnel was used by the DSP&P only from 1881 to 1910.

Helmers, who died in 1976, was best known for his book *Historic Alpine Tunnel,* and Poor, who died in 1973, was the author of the famous *Denver, South Park & Pacific.* The naming project was promoted by the Alpine Tunnel Historical Foundation, which is now working to have the tunnel designated as a National Historic Site.

According to Dick Dixon's account of this in the *Pueblo Chieftan and Star-Journal,* visitors can reach the tunnel by automobile after the snows have melted by going north on U.S. 50 from Pitkin and then on the old roadbed to the tunnel mouth. The route is maintained by Gunnison County and the U.S. Forest Service and marked with Forest Service signs. Our thanks to Paul Cooper of Pueblo who brought this to our attention.

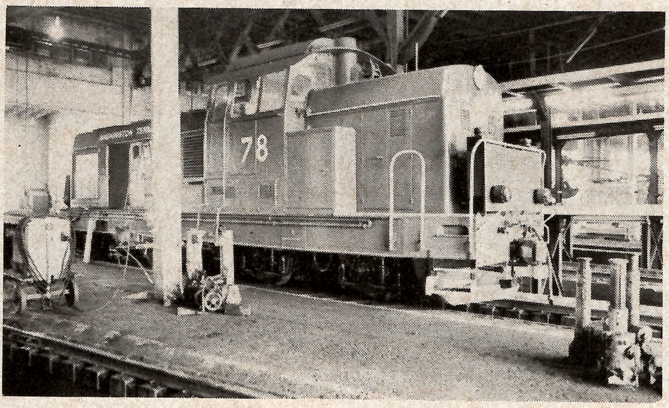
PUT 'ER INTO SPENCER Ex-Illinois Central 0-8-0 3525 has taken a circuitous route to survival. She first gained attention in the early 1960's when she was "discovered" switching for the deBardelleben coke plant in Holt, Ala. A few years later it was acquired by the Stone Mountain Scenic Railroad and used only on rare occasions as back-up power. Too heavy for the Stone Mountain, 3525 spent the mid-1970's on a siding in Johnson City, Tenn. In late May 1978, the big switcher was loaded onto a depressed-center flatcar and shipped to her new home at the recently organized museum in Spencer, N.C.

A NORTHERN PACIFIC RS3 came into being again in June 1978 to act out the part played by a similar unit in an accident prior to the BN merger that is being restaged as a part of a million-dollar court battle. The question of the unit's "visibility" is being dramatized for the court by having the NP-scheme unit set into the accident scene. RS3 4082, former NP 858, is an unserviceable unit with a damaged prime mover. It was given a hasty repaint into the NP colors at Woodcrest and was photographed at the old SP&S facility at Vancouver, Wash., on June 19.



JERRY MOYERS

RAILFAN: JIM BOYD



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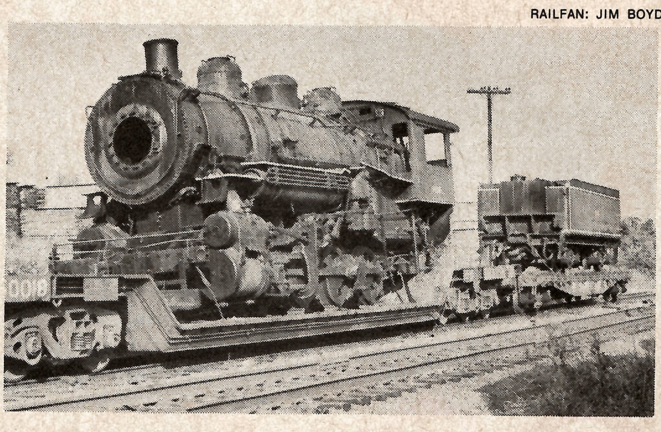
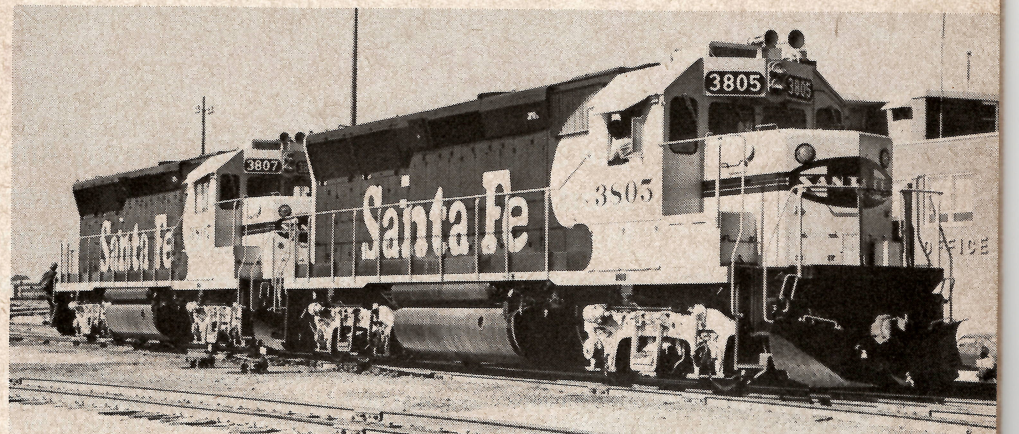


FAUR FROM HOME, but with a home at last, the "Quarter Horse" diesel hydraulic from Faur of Romania has become Washington Terminal No. 78.

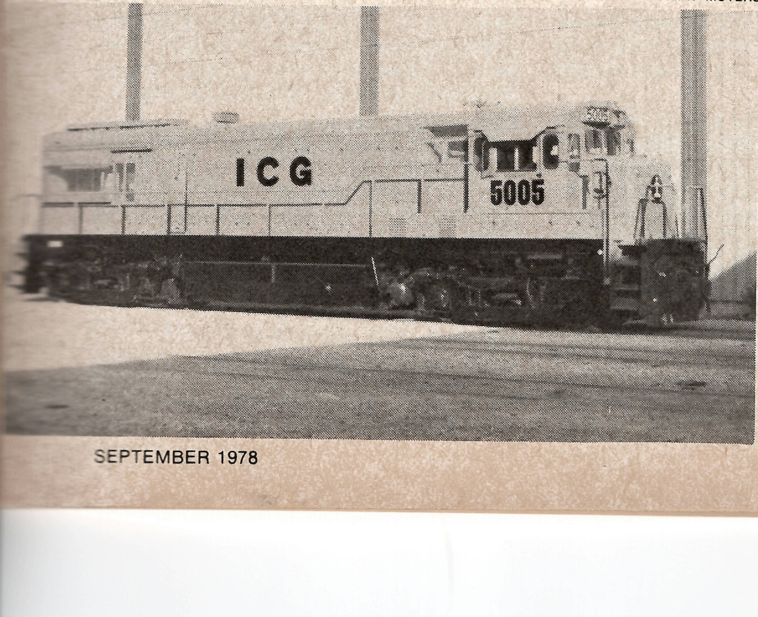
PUT 'ER INTO SPENCER this time! ICRR 0-8-0 3525 was in Johnson City, Tenn., on May 18, 1978, headed for the new museum in Spencer, N.C.

THE SANTA FE'S GP40X'S are being delivered with the conventional Blomberg trucks, in contrast to the SP and UP units which ride on the new HTB's. 3805 and 3807 were photographed at Corwith Yard in Chicago on June 9, 1978. The units are equipped with air conditioning.

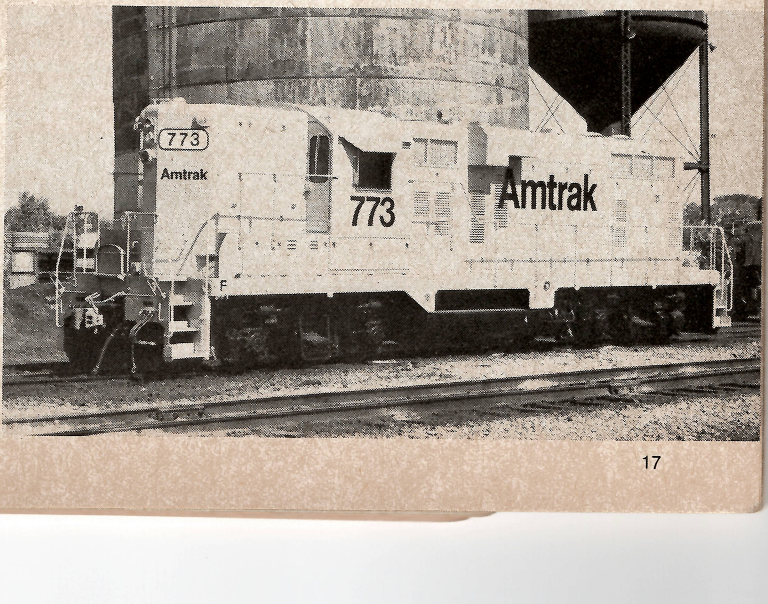


ORANGE IS "IN" on the Illinois Central Gulf and Amtrak. U30B 5005 showed up beside the Woodcrest, Ill., shops on the June 10 weekend in solid ICG burnt orange with black underframe, lettering and numbers. Apparently, they don't like the way the white of the older scheme weathers. In a very similar scheme with a slightly lighter orange. Amtrak's new freight and work train Geeps rolled out of Rock Island's Silvis Shops after rebuilding. The 770-series Geeps will be used primarily in the Northeast Corridor.

JERRY MOYERS



ABOVE AND BELOW: GEORGE R. COCKLE



EAST STRASBURG
INFORMATION
PENNSYLVANIA
1223

PHOTOGRAPHY: EDWARD A. LEWIS, EXCEPT WHERE NOTED

20 years on the "Road to Paradise"

The Strasburg Rail Road was already America's oldest short lines when a group of railfans rescued it from the scrappers and transformed it into one of our most successful tourist operations.

by Edward A. Lewis

Beneath the photo of a shabby and cluttered Plymouth engine which appeared in the March 19, 1957, issue of the Lancaster (Pa.) *New Era* was the intriguing headline "Here's Chance to Buy Own Railroad" Reading on, it was reported that the four-and-a-half mile Strasburg Rail Road Company linking a feed and lumber mill on the east end of the Borough of Strasburg with the Pennsylvania Railroad's New York-Chicago main line at Leaman Place Junction, hadn't run for several months due to flood damage sustained when Hurricane Hazel passed through. Before the railroad had been forced to suspend operations, income had fallen to several thousand dollars a year — hardly enough to justify costly track repairs. The line was up for sale and it was intimated that it would go for scrap once the Pennsylvania Public Utilities Commission (P.U.C.) approved abandonment.

Within a matter of months, interest in acquiring the property was developing among a number of parties. J. B. Homsher, owner of the railroad and the mill it served, reported that he had been literally "swamped with offers". One group wanted to use it for a trolley museum and another planned to move the line lock, stock and barrel to a Caribbean island where it would be set up as a tourist attraction. Unfortunately, the offers backed with cash were all from scrap dealers interested only in 4-½ miles of light rail.

There was, however, one local group forming to buy the railroad. They planned to restore and develop the freight operation on a self-sustaining basis as had been done on other short line railroads. Passengers "might" even be carried to augment freight income! This group, headed by Henry Long, president of Champion Blower & Forge Company in Lancaster, and Donald E. L. Hallock, a Strasburg resident, wanted to see the little railroad preserved just where it was. Both men were admitted railroad enthusiasts, and they were able to transmit their excitement to other local railfans. Many were eager to participate — until the cost of a share of stock was mentioned. The Strasburg Rail Road had only 50 shares of stock outstanding, and it was estimated that $450 a share would be required to purchase the company and provide for a little working capital. In terms of 1957 dollars, that was a pretty substantial amount. The field of potential railfan investors quickly thinned down to the point that only half the required funds could be raised.

Homsher couldn't sell the railroad until abandonment was approved by the P.U.C. and even though that agency moved fairly quickly, he died before a decision was made. The railroad became part of his estate and it fell to his lawyers to dispose of it once the P.U.C. acted favorably. The resulting delays gave the would-be railroaders a chance to come up with a gimmick to sell additional shares, and they rose to the occasion. Business acquaintances were offered the opportunity to become a vice president of *a* Pennsylvania railroad, not to be confused of course with *the* Pennsylvania Railroad! The idea worked, and on November 1, 1958, the Homsher estate sold its Strasburg Rail Road Company stock to the group of 25 men — half railbuffs and half sentimental businessmen. The company now had one president and 24 vice presidents, more than five officials per mile!

For their money the new owners took title to 4-½ miles of tired out railroad which was washed out in some places and buried in mud in other spots. They got a 1926 Plymouth gas locomotive that had been condemned by an I.C.C. inspector due to excessive wheel wear caused by years of slipping on grass-covered rails. They got an old wooden box car, a gasoline section car that actually worked, a pile of about 400 ties, and the railroad's old stock book printed more than 100 years earlier. Chartered in 1832, the Strasburg is the country's oldest shortline and quite possibly its second-oldest existing railroad.

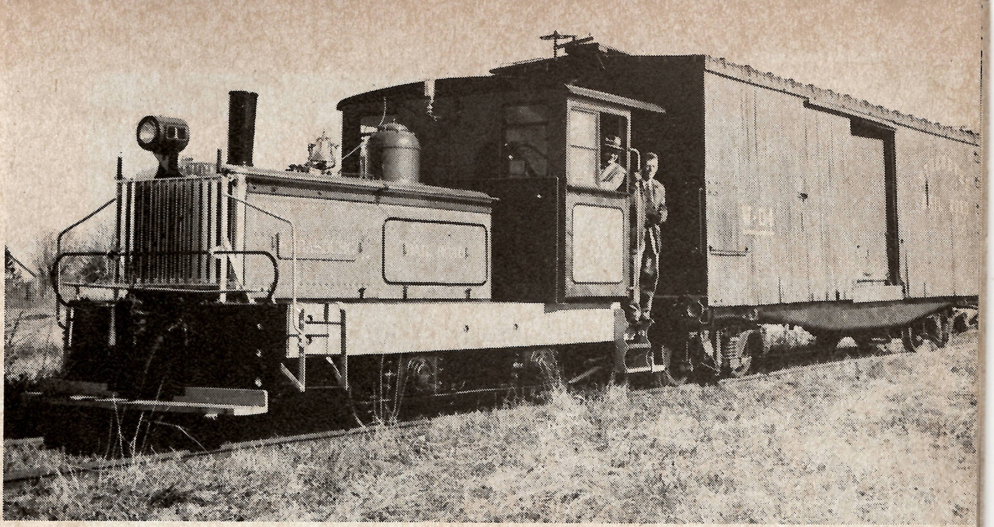
By the time the deal was consummated, weekend track work had already opened the line to the motor car, so the first item of business became the repair of the Plymouth engine. It was promptly dispatched on a flatbed truck to the Reading Company's locomotive shop in nearby Reading for a new set of wheels. While checking on progress, SRR officials discovered an old coach sidetracked near the shop. The car had been converted to an airbrake instruction car and had recently suffered from a broken steam line which buckled the floor. It was being retired, so Reading officials were approached and the car was donated to the cause.

There would now be accommodations for all the railroad's vice presidents to ride the line at the same time, and there was even a desk at one end for office work. Such utility! Work began at once to spike the floor down in its original position. A new coat of paint was applied to the outside and some donated seats were "installed".

At last, on December 30th, 1958, the car was ready, and a group of local farmers was invited to make the first trip over the road. The good will gesture did not come off as well as planned, though. Half way down the line the train came to a sudden stop at a road crossing and all the seats fell over, leaving the passengers in a pile. A fundamental lesson of railroading had been learned. It was not possible to "skimp" on repairs. Seats could not be nailed to the floor, they had to be securely lagged in place. That was promptly accomplished, and all repairs made since have been carefully done "by the book". This is one reason for the railroad's excellent state of maintenance as well as its enviable safety record.

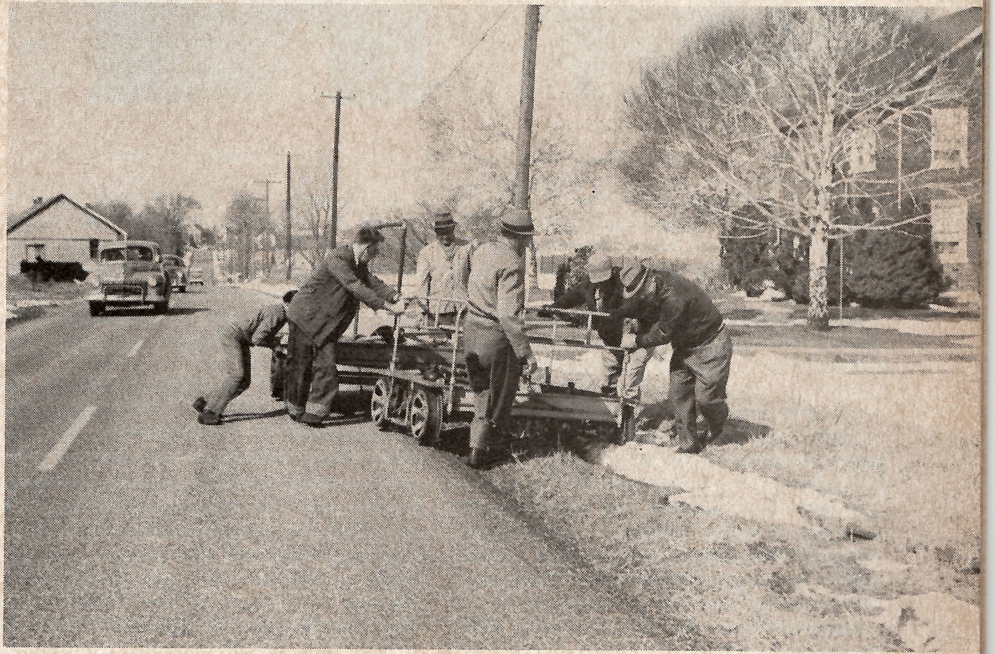
On January 4, 1959, the Strasburg Rail Road advertised in the local papers that two round trip excursions would be made that day from Strasburg to Paradise and return. The public responded, filling the single coach to capacity. The trips were an unequivocal success, and the railroad was back in the passenger business. From this humble beginning, the Strasburg Rail Road has grown far beyond what was originally anticipated. From a little over 8,000 passengers in 1959, patronage grew to over 375,000 riders last year — far more than all the main line and Class I railroad steam excursions in the United States combined!

All of this has not been accomplished

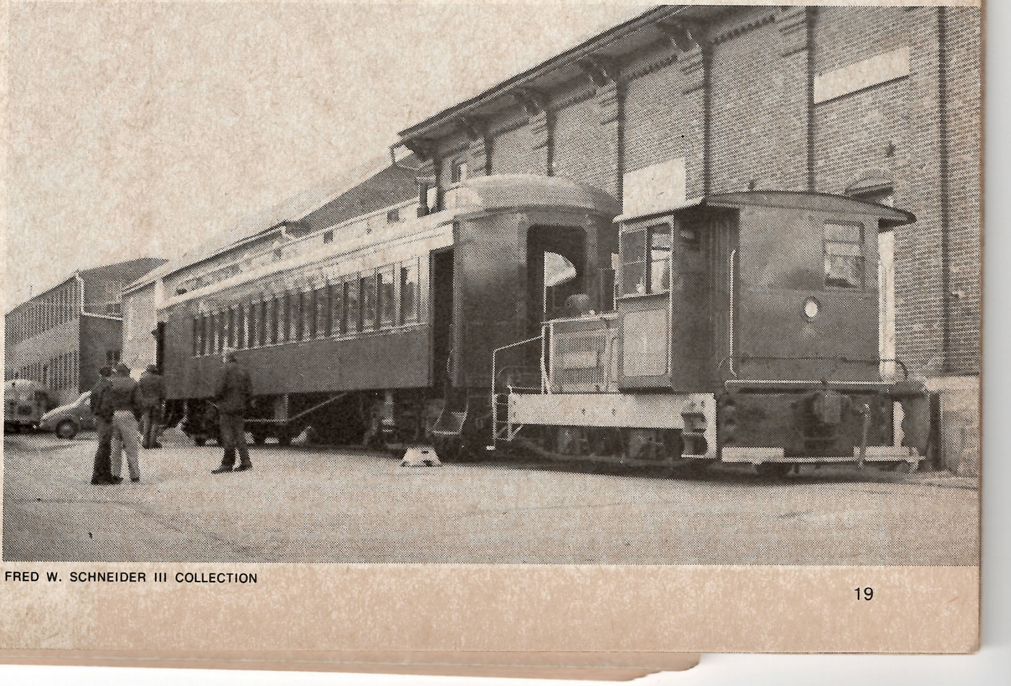


LANCASTER SUNDAY NEWS

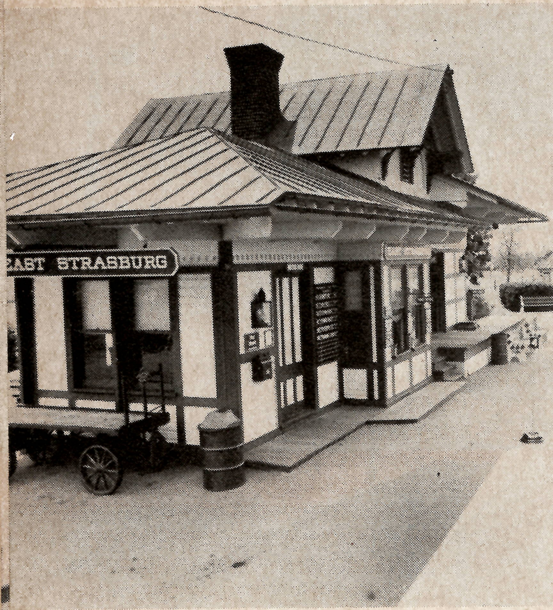
FRED W. SCHNEIDER III



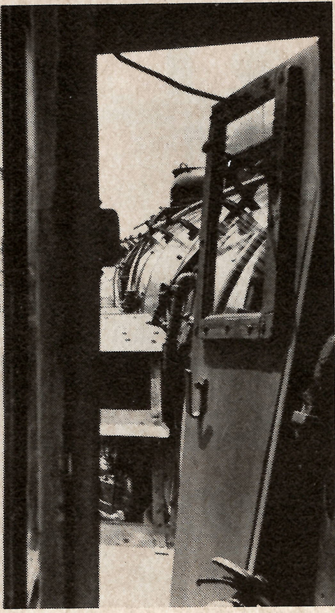
THE STRASBURG BEGAN as a tourist railroad in March 1958 when the section car was run over the line—the Rte. 741 crossing had been paved over and all had to pitch in for the "portage" The road's equipment at the time consisted of the Plymouth locomotive No. 1 and ancient boxcar W-04 (**top**), shown in December 1958. The line's first terminal was Homsher's mill, as shown **below** in 1960. Things have come a long way today (**opposite left**) in both equipment and plant.



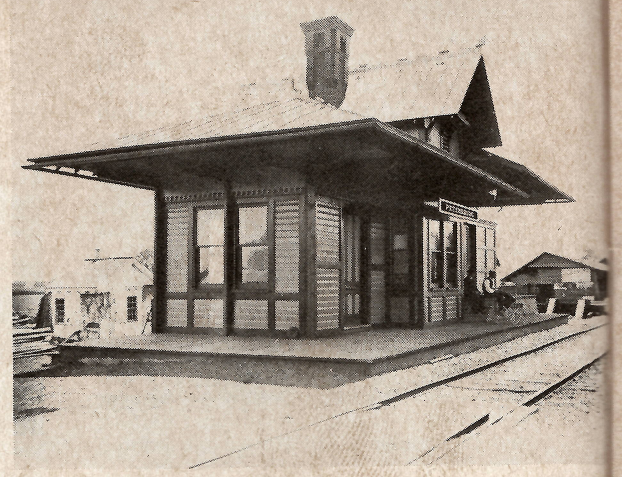
FRED W. SCHNEIDER III COLLECTION



EAST STRASBURG



RAILFAN: JIM BOYD



READING CO.

THE EAST STRASBURG DEPOT is a genuine Victorian classic designed by Frank Furness and built by the Reading at Petersburg, Pa., in 1882. The photo above dates about 1903. It was dismantled for movement to Strasburg.

cheaply or without a great deal of work. It stands as a tribute to the original group of 25 stockholders and to their determination to preserve America's oldest operating short line railroad.

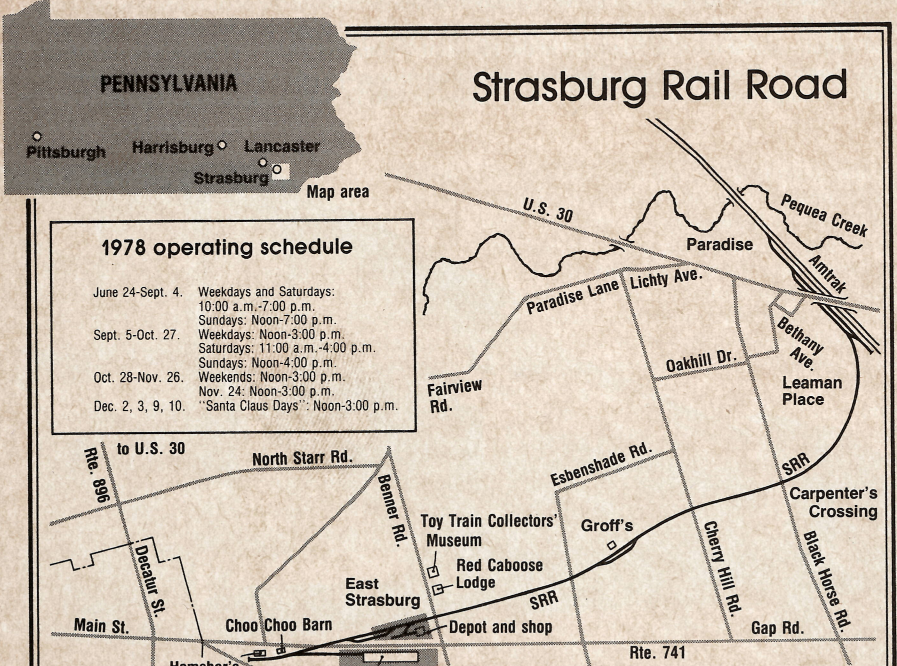
In those early days back in 1959 and 1960, the railroad hoped to attract freight shippers and build on a solid freight base. The passenger operation was to be supplemental. Options were taken on two Strasburg farms located along the railroad, and local newspapers heralded the move as "a step forward for industrial development in Lancaster County". The problem was that shippers were not as easy to locate as passengers, and industrial development soon took a back seat to passenger promotions. Two more coaches were acquired privately by stockholders for use on the railroad during 1959. The under-capitalized railroad lacked the funds for any kind of capital improvement program, and it was only through the generosity of its partisans that it was able to grow at all. Not only was equipment purchased and donated or loaned to the company, but volunteer labor was freely given both by the stockholders and local railbluffs. Income was used to fix the track and repair the equipment.

At the end of the 1959 season, the directors reviewed the results of the passenger operation. Old No. 1, the Plymouth, had pulled three filled coaches most of the time, and the demand seemed frequently to be greater than the capacity of the train. It would be nice to add more cars, but No. 1 simply couldn't pull them, so a search for a larger locomotive was begun. Since the desire was to recreate a turn-of-the-century short line, the object of that search became a small steam locomotive. The ideal engine was found in Canada awaiting scrap by the Canadian National. No. 7312, an 0-6-0, was acquired early in 1960 and shipped to Strasburg. Reading Company shopmen assisted in making repairs and instructing the Strasburg railroaders in the operation of the steamer. The I.C.C. studied the loco and its Canadian specification card and at last agreed to allow it to operate. On Labor Day 1960, steam returned to the Strasburg Rail Road for the first time since 1926.

No. 31, as the 0-6-0 was renumbered, turned out to be a real drawing card causing the passenger count for 1960 to swell to 60,000-plus. But No. 31 also brought a whole new set of problems with her. The track was the area most severely affected. Passengers could frequently hear the light rails snap under the switcher's weight as she lumbered down the track. It was discovered that the steamer couldn't make a round trip over the line without rendering the track impassable. Fortunately the sectionmen for the Pennsylvania Railroad were on strike when No. 31 entered service. A crew of gandy dancers was quickly recruited, and they were directed to follow each train. Their mission: rejoin broken rails and restore the track to proper gauge as best they could. It was evident that No. 31 required better track than No. 1. Only new ties, heavier rail and ballast would make a secure path for the new engine.

Even though income was increasing rapidly, costs were going up even faster. Every cent of revenue was plowed back into the property, but even more money was required to keep the railroad growing and going. The need for substantial additional capital became serious. Banks were approached, but they were unwilling to finance such an unlikely project as the rebuilding of a short line railroad by a group of hobbyists. With no place else to turn, the stockholders financed the railroad's needs themselves. A number of directors made sizable loans to the company, even though the risks were great and no monetary return other than principal was expected.

1960 found the Strasburg getting itself more permanently established as a viable business. In the spring they purchased the Reading's East Petersburg, Pa., depot on the



Strasburg Rail Road

PENNSYLVANIA
Pittsburgh
Harrisburg
Lancaster
Strasburg
Map area
U.S. 30
Pequea Creek
Paradise
Amtrak
Paradise Lane
Lichty Ave.
Bethany Ave.
Oakhill Dr.
Leaman Place
Fairview Rd.
to U.S. 30
Rte. 896
North Starr Rd.
Benner Rd.
Esbenshade Rd.
SRR
Carpenter's Crossing
Toy Train Collectors' Museum
Groff's
Cherry Hill Rd.
Black Horse Rd.
Red Caboose Lodge
East Strasburg
Decatur St.
Main St.
Choo Choo Barn
Depot and shop
Gap Rd.
Rte. 741
STRASBURG
Homsher's mill
Rte. 996
Railroad Museum of Pennsylvania

1978 operating schedule

June 24-Sept. 4.	Weekdays and Saturdays: 10:00 a.m.-7:00 p.m. Sundays: Noon-7:00 p.m.
Sept. 5-Oct. 27.	Weekdays: Noon-3:00 p.m. Saturdays: 11:00 a.m.-4:00 p.m. Sundays: Noon-4:00 p.m.
Oct. 28-Nov. 26.	Weekends: Noon-3:00 p.m. Nov. 24: Noon-3:00 p.m.
Dec. 2, 3, 9, 10.	"Santa Claus Days": Noon-3:00 p.m.

RAILFAN: BILL SCHAUMBURG

Reading-Lancaster branch and moved it in nine sections to the property at "East Strasburg". The 1882 structure, designed by Frank Furness, was solidly built of heavy oak and adorned with gingerbread decorations, giving the railroad a fitting headquarters. An enginehouse was built to protect the equipment and provide the shop forces with a proper place to work.

To provide a somewhat lustier internal combustion machine to aid the ancient Plymouth, the railroad acquired Warwick Railroad No. 7, a former trolley centercab freight motor that had been converted to gas-electric, and when its obsolete Winton engine gasped its last, the Strasburg shop converted it to a diesel-electric — with a "borrowed" diesel! The odd little centercab served the railroad for about five years until the lender needed his diesel engine back; with its prime mover removed, the No. 7 was retired and stored to await disposition. (The unit was sold within the last year to the Middletown & Hummelstown R.R., which is stripping it at Strasburg and salvaging its trucks and other equipment for future use on their anticipated trolley operation.

It was also about 1960 that the Strasburg struck up a working relationship with the Pennsylvania Railroad for the purpose of displaying some of the equipment in the Pennsy's historical collection that was in storage at Northumberland, Pa. Some old passenger cars and PRR D16sb 4-4-0 1223 were loaned to the Strasburg for display; although the shop folks had their eye on the handsome and historic 4-4-0, it would be a few years before they could make the necessary lease arrangements to fix her up for service.

Meanwhile, the railroad was looking around for another steam engine that would be somewhat easier on the track than the 0-6-0, and in July 1961 a beautiful ex-Mississippi Central 4-4-0, No. 98, from the collection of Paulsen Spence's Louisiana Eastern arrived on the property. However, this engine was not owned by the Strasburg and was never put into service. In 1964 it was taken to Delaware where it became the backbone for the Wilmington & Western, where it is in operation today.

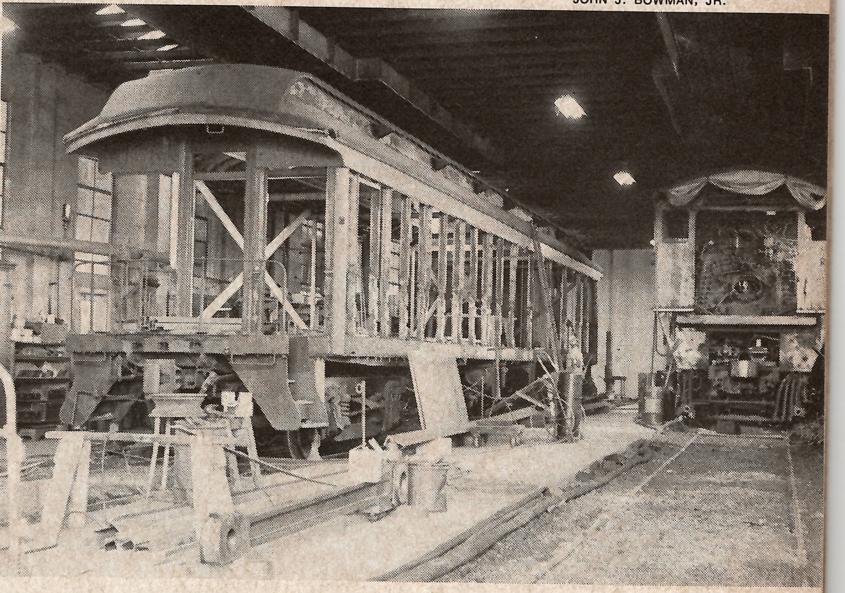
Although they had already had problems with a switcher on their trackwork, an engine became available in 1962 that was too good to pass by. The E. & G. Brooke Plant, Wickwire Spencer Steel Division of Colorado Fuel & Iron in Birdsboro, Pa., was selling the last camelback locomotive in service under I.C.C. certification. Camelback 0-4-0 No. 4 was ex-Reading A-4b No. 1187 and had gone to the CF&I works at Birdsboro in 1945 — it had gained lasting fame in its whistle exchanges with passing Iron Horse Rambles with the Reading 4-8-4's. In November 1962, the diminutive camelback worked its way under steam down the Reading's Lancaster Branch and on to Strasburg. Although it could haul only four cars, the No. 4 was quite an attraction for the next couple of years after entering service on July 4, 1963.

When the Strasburg started its excursions in the late 1950's, there was little tourism in Lancaster County. Most passengers were local folks curious to see what was going on over in Strasburg "at that little railroad". The "discovery" of the Amish by the general public and the availability of unusual attractions, such as the railroad and family style all-you-can-eat restaurants, set off a tourist boom in the area which has caused it to become one of the top ten tourist destinations in the United States. The Amish and their

RAILFAN: JIM BOYD

VICE PRESIDENT-CHIEF MECHANICAL OFFICER, Huber Leath, is in charge of keeping the locomotives and rolling stock in good order. The Reading camelback 0-4-0 is now a static display.

JOHN J. BOWMAN, JR.



SKILLED CRAFTSMEN and a good shop permit the Strasburg to keep up with the constant maintenance on its historic equipment. Frank Herr (**left**) carefully sealed the siding to be applied to a coach the same way it was done 75 years ago. In 1967 an ex-B&M coach (**above**) was being rebuilt into the open *Hello Dolly* car.

culture is the principal area of interest that attracts visitors; the Amish are an old order religious sect that does not believe in many aspects of modern living. They are fundamentalists who dress plainly, do not use electricity in their homes and drive buggies rather than automobiles. They are farmers for the most part who live the way many American's did 100 or more years ago. It's this unusual setting that transforms the Strasburg Rail Road from just another excursion railroad into a kind of living museum. Many of the farms along the line are owned and operated by Amish families, and it is not at all unusual to see the farmers working the fields with horse or mule drawn implements. Buggies can be seen on country lanes which cross the railroad. The whole setting is unique, and the Strasburg Rail Road seems to belong to the area.

It's certain that the combination of setting and non-commercial development of the Strasburg has caused the railroad grow and prosper far beyond what was ever hoped for. In 1964 the line completed its first five years of passenger operation with 156,000 fares collected. The motive power situation changed a bit when a lease was negotiated with the PRR to permit the restoration to service of the D16sb 4-4-0 1223. The tiny camelback was relegated to display and the Mississippi Central 4-4-0 headed for Delaware. Also during this period, additional coaches were acquired from the Reading and Boston & Maine. As fast as time and money allowed, they were restored and pressed into service to help carry the ever increasing crowds. By this time banks were beginning to loan the company money, however, it was still the generosity of the stockholders that carried the day. The banks had to be repaid on schedule, while the owners were less demanding.

Back in 1962, the Strasburg's top mechanical man, Huber Leath, and engineer John Bowman took an Illini Railroad Club fan trip to Denver, and part of the itinerary included a ride on the Great Western Railroad, up in the sugarbeet country. The engine was a lanky 2-10-0, No. 90, one of Baldwin's "Light Decapods". Discovering that Mr. Baker, the Superintendent of the Great Wester, was a native of Gap, Pennsylvania, the Strasburgers found they had an immediate friend. Intrigued by the 90, they asked Mr. Baker to "let us know if it comes up for sale."

In the spring of 1967 No. 90, by now the GW's last road engine, was up for sale and Strasburg had in a bid. Their offer was for cash with the intention of taking the engine to Pennsylvania, and although there were reportedly higher bids for the 90, they all combined credit terms and arrangements for keeping the engine on the GW for fan trips and such. Since the GW was more interested in hauling sugarbeets than passengers, they accepted the Strasburg's cash offer and bade the 90 a fond farewell.

Although impressive as a wheel arrangement, 90 was designed for use on light rail and would solve most of the Strasburg's immediate motive power problems. Interestingly, her first service after overhaul at Strasburg was a pair of main line fan trips organized by the fledgling High Iron Company in February 1968. When the tourist season began at Strasburg, the 90 promptly became the star attraction.

Passenger traffic continued to grow by leaps and bounds until the capicity of a single train of cars had again been surpassed. At the end of the 1969 summer season it was decided that a second train was needed and that a passing track would be installed halfway down the line at Groff's Grove, the picnic area. On July 2, 1970, No. 1223 and No. 90 met and passed at Groff's for the first time. Steam passing steam on a regular schedule was something that could only be found on the Strasburg Rail Road. The new siding cost more to build than the entire railroad had cost to buy 12 years earlier, but the expenditure was worth it. Traffic passed the 286,000 mark, and the next year 322,000 people rode to Paradise.

A search was now under way for a fourth operating steam engine. A trim ex-Canadian National Mogul was found on the Green Mountain Railroad in Vermont, and arrangements were made to purchase No. 89. Linn Moedinger, son of president Bill Moedinger, was the engine messenger for the trip from Vermont to Pennsylvania. He expected to be on the road for a week at the most, but at Buttonwood Yards near Wilkes-Barre on the Penn Central, Linn and No. 89 crossed paths with Huricane Agnes. The flood waters of the Susquehanna River completely submerged the old steamer, and the trip was extended to nearly a month. The expenses of the trip and the cost of restoring the engine far exceeded original planning, but such is to be expected when working on the railroad.

While the Strasburg was growing, other railroad-related attractions had been developing in the area. The Choo-Choo Barn was the first. It contains an O gauge model railroad based on the Dutch Country, and it has been a favorite of children — young and old — ever since it opened. The Red Caboose Lodge was next. They offer visitors the opportunity to spend the night in an actual railroad caboose overlooking the Strasburg's main line. The Red Caboose also has a dining car and a museum displaying whistles and other relics from the "Age of Steam".

The biggest rail attraction to complement the Strasburg Rail Road, however, is the Railroad Museum of Pennsylvania which opened in the spring of 1975. The museum contains most of the Pennsylvania Railroad's collection of engines and cars from Northumberland plus rolling stock and artifacts from other railroads. Strasburg's railroaders had quite a fight to get the museum located in Strasburg. Other places like Altoona and Mt. Union presented strong cases to have the museum built in their area, but in the end it was decided that Strasburg was where the tourists were and where the museum would be most accessible to the public. The railroad museum was located directly across the highway from the East Strasburg terminal, and the people have flocked to it. From the day it opened, the Railroad Museum of Pennsylvania has had the highest attendance figure of any Pennsylvania state-run museum except for the William Penn Museum in Harrisburg.

Most recently the National Association of Toy Train Collectors opened their national headquarters and museum of antique toy trains alongside the Red Caboose property. All of these attractions have combined to make Strasburg "Railroad Town, U.S.A.", in the words of one operator.

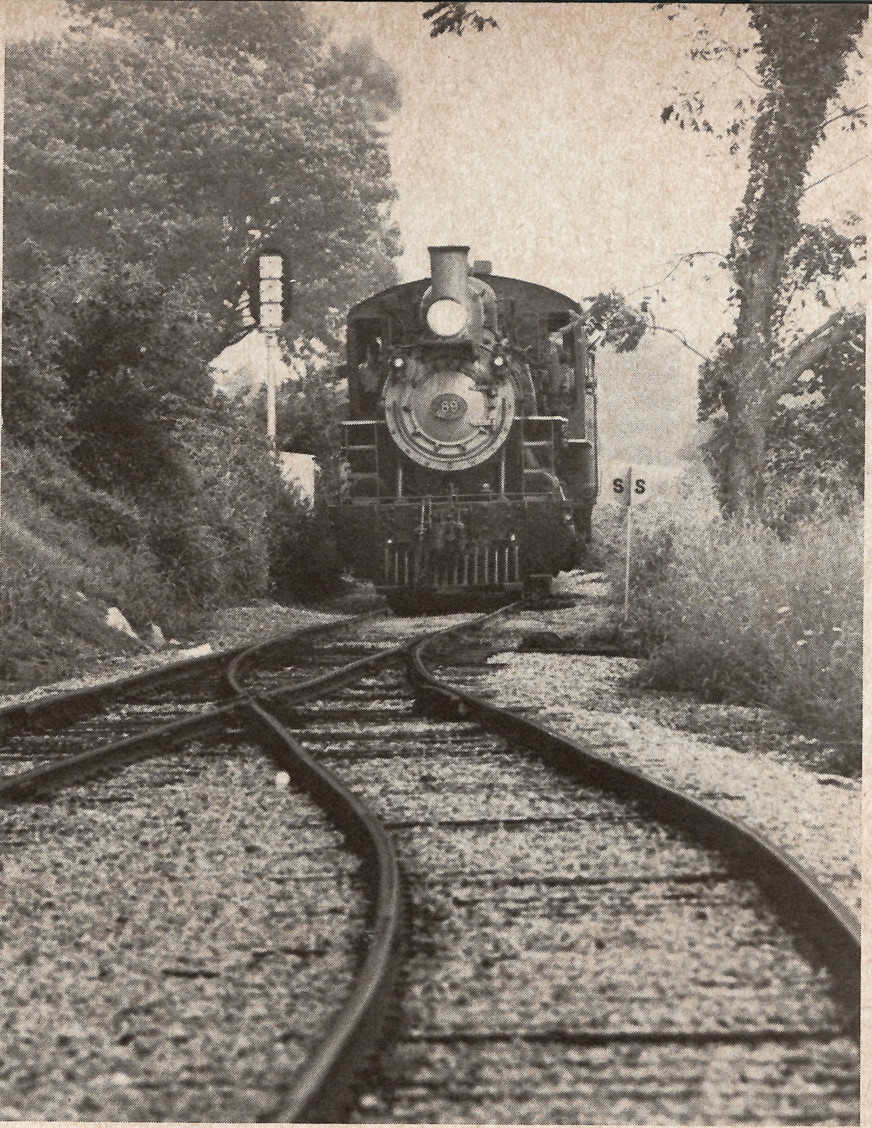
Over the years the Strasburg Rail Road has been called upon to participate in numerous unusual and interesting events and projects. There was the film *Hello Dolly*, for which the railroad built a four-car train. *National Geographic*, Encyclopedia Brittanica Films, the U.S. Department of Agriculture and numerous advertising agencies have shot miles of film on and of the steam trains. The railroad has repaired engines ranging in size from the B&O's Tom Thumb to a Conrail E44 electric and three different GG1's. Santa Claus was carried into Lancaster over the old Pennsylvania Railroad on Strasburg equipment, and the Strasburg's steam-powered wooden coaches shared the spot-light with Amtrak's latest equipment when the Lancaster station was rededicated last year.

The railroad has been able to retain most of its early charm despite its growth, but safety requirements have caused some concessions to twentieth century needs. Four of five highway crossings are protected by automatic gates, and train operation is controlled by radio. Track work is now accomplished by contractors using the latest equipment including electromatic tampers. Plans are even in the works to relay some of the main line with 110-pound rail.

The freight traffic all but died following the closing of the mill at Strasburg. Carloadings fell to 20 cars a year. Freight shipments are now coming back up due to the establishment of an intermodal rail car/truck transfer operation at Strasburg this spring. A local manufacturer expects to receive nearly 16,000,000 pounds of plastic pellets annually over the Strasburg Rail Road.

Passenger traffic continues to grow. A record 375,000 passengers rode the Strasburg in 1977, and more are expected this year. Amtrak is even considering reopening the station stop at Leaman Place (pronounced *Lemon* place) in hopes that visitors to the Dutch Country might travel to Strasburg by rail. The railroad's future seems closely tied to tourism in Lancaster, and the railroad is active in the Pennsylvania Dutch Tourist Bureau. Vice president Ed Lewis is also vice president of the tourist agency, while vice president Huber Leath serves as president of the tourist railroad association, TRAIN.

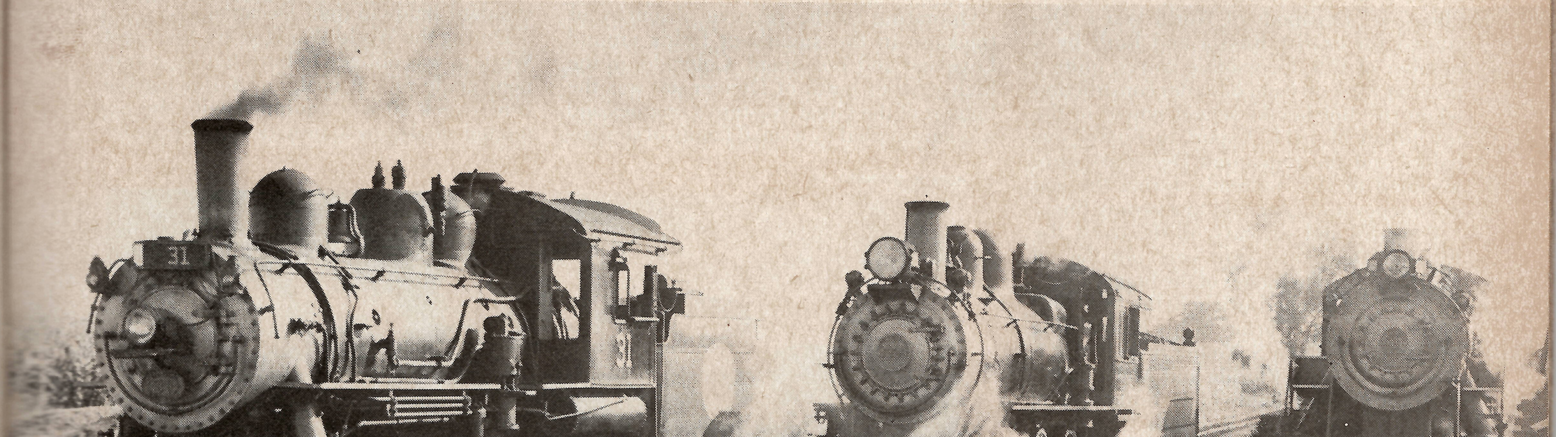
The past 20 years have been a period of substantial growth for the Strasburg Rail Road. This growth could not have taken place were it not for the dedication and perseverance of the original 25 men who bought that condemned Plymouth and four-and-a-half miles of worn out track back in 1958. It has taken time, money, patience, help from many sources and lots of good luck, but the Strasburg Rail Road has truly become the "Road to Paradise" for many railfans.



JIM WOOLSEY

THE STRASBURG KEEPS two locomotives fully serviceable at all times of the four they have operational. Ex-CNR 2-6-0 89 (**above**) and ex-GW 2-10-0 90 will be the regular engines for 1978. Ex-CNR 0-6-0 31, PRR D16sb 4-4-0 1223 and 2-10-0 90 posed east of the enginehouse (**below**) on one occasion when all were under steam. The 1223 (**opposite left**) is a favorite of Pennsy fans.

JOHN J. BOWMAN, JR.



Dutchland Decapod

Strasburg's No. 90 has quite an illustrious heritage.

by Jim Boyd

J.J. YOUNG, JR.

90 seems like a pretty big engine for a tourist railroad when you think in terms of her 2-10-0 wheel arrangement, but she is really very well suited to the trackage and tonnage she is obliged to deal with on the Strasburg. Her running gear is limber, and all of those drivers are merely intended to spread her 212,000 pounds as gently as possible over the rails. Although her appearance belies it, 90 is one of the 22 Baldwin light Decapods built to the same design between 1924 and 1933.

The popularity of the light Decapod with maximum power and minimum axle loading for light rail service began with the famous "Russian" Decapods of World War I. Designed for czarist Russia and built by a number of U.S. locomotive works, quite a number were on hand or under construction when the Bolsheviks seized power in the revolution of 1917. Export to Russia was halted and the remaining Decapods were assigned to U.S. railroads during the war emergency and later sold to a variety lines.

Powerful and yet easy on the track, the Russian Decapods were very popular on short lines and branches of the bigger roads. In a well-researched article in the May 1968 issue (now out of print) of his *Railroading* Magazine, William S. Young reveals that it was the Georgia, Florida and Alabama Ry. that approached Baldwin to build a light 2-10-0 similar to its Russians that could handle tonnage over its undulating 56-pound rail. Using the Russian as a starting point, Baldwin gave its design slightly greater weight and 56-inch drivers in contrast to the Russian's 52-inchers. With more typically American domes and cab, the Baldwin light Decapods were generally rather handsome machines and somewhat superior to the Russians in performance.

The first two Baldwin light Decapods were delivered to the GF&A in March 1924 and were followed three months later by an engine from the same blueprints for the Great Western Ry. of Colorado. This engine was number 90, ultimately to wind up at Strasburg. Over the next decade the total production of Baldwin light Decapods built to the GF&A plans (Baldwin Class 12-42-F) would come to 22, with Durham & Southern 202 being the last in September 1933. Of the original owners, eight Decapods went to the Seaboard Air Line, six to the GF&A, three each to the D&S and Alabama, Tennesseee & Northern and one each to the Osage Railway in Oklahoma and Great Western.

Ironically, it was probably the Gainesville Midland, a railroad that got four of the Baldwins and one Russian second-hand, that gained them the most fame among railfans by keeping them running until 1959. It was similar longevity that would bring ultimate fame to the black sheep of the Baldwin flock, Great Western 90.

Operating in the relative obscurity of trackage in the sugarbeet fields around Loveland and Longmont, Colorado, in the high prairies north of Denver, 90 was the biggest of the Great Western's engines and was surrounded by a small family of similar-looking 2-8-0's. When the Loveland roundhouse burned in 1940, 90 was the only engine under steam and was the hero of the day by rescuing the rest of the motive power fleet from the flames, sustaining sufficient damage in the process to require repairs that noticeably altered her appearance—a new cab, rear sandbox and rearranged pumps and running boards. In 1944 a truck broadsided 90 at a grade crossing at Bird, Col., and rolled her over onto her left side, killing the fireman and truck driver. Following the shopping for that mishap, 90 got her extended smokebox, a change in appearance so drastic that few would recognize her as a standard Baldwin light Decapod.

During the World War II years, the Great Western was obliged to burn lignite, a very poor grade of soft coal, and following the Bird wreck 90 was equipped with the extended smokebox to provide extra space for

ROSS B. GRENARD, JR.

GREAT WESTERN NO. 90 was still hauling sugarbeets in Colorado on Nov. 19, 1960. Her first outing after coming to Strasburg was on a High Iron excursion (**right**) in February 1968 with Steamtown's ex-CPR 4-6-2 127. By July 1976 (**top**) 90 was a familiar sight in the Amish country of Pennsylvania.

netting to cut down the emission of hot cinders from the stack. This treatment was also given to the GW 2-8-0's. With its different cab, domes, extended smokebox and high-mounted headlight, 90 bore little resemblance to the GF&A engines she was built with or the Gainesville Midland engines she survived with.

But longevity brought immortality to 90 as she hauled sugarbeets and railfan excursions into the middle 1960's. It was on a GW trip in 1962 for the Illini Railroad Club that Strasburg's chief mechanical officer, Huber Leath, made his acquaintance with 90. Riding the excurison with Strasburg engineer John Bowman, Mr. Leath encountered GW's Superintendent Baker, a native of Gap, Pennsylvania. Baker agreed to keep the Strasburg folks advised if 90 was put up for sale.

In April 1967 the Great Western accepted Strasburg's bid for $23,000 for 90, and the Decapod headed for her new home in Pennsylvania. Although she was in very good condition when she arrived at Strasburg, 90 went directly into the shops for a mandated set of flues and saw no service in 1967. Few suspected that her first service would not be on the Strasburg but on a main line steam excursion.

It was in October 1966 that an energetic young businessman named Ross E. Rowland, Jr., operated his first pair of main line steam fan trips using two borrowed ex-CPR 4-6-2's (Steamtown's 127 and George Hart's 1286) over the CNJ, and in the following summer season developed a formula for successful steam operations in New Jersey and Pennsylvania through his High Iron Company. Two more doubleheader trips had been planned, advertised and sold for February 1968 using George Hart's two ex-CPR 4-6-2's, 1286 and 1238, when an emergency situation developed in downtown Reading, Pa. The Reading Steam Heat & Power Company had a major breakdown in its boiler system that supplied heat to a number of large downtown business buildings, and the two Pacifics were the only emergency boilers that could be located on such a short notice. They were immediately dispatched to keep downtown Reading from freezing in the winter weather—leaving High Iron without steam engines for its excursions.

Rather than cancel the trips, Rowland immediately arranged to bring Pacific 127 down from Steamtown and the freshly shopped 90 up from Strasburg. The trips were to run on the CNJ from Newark, N.J., to Ashley, Pa., near Wilkes-Barre, with 127 bringing the train from Newark to Jim Thorpe, Pa., where 90 would tie on to help for the pull over Penobscot Mountain to Ashley.

J.J. YOUNG, JR.

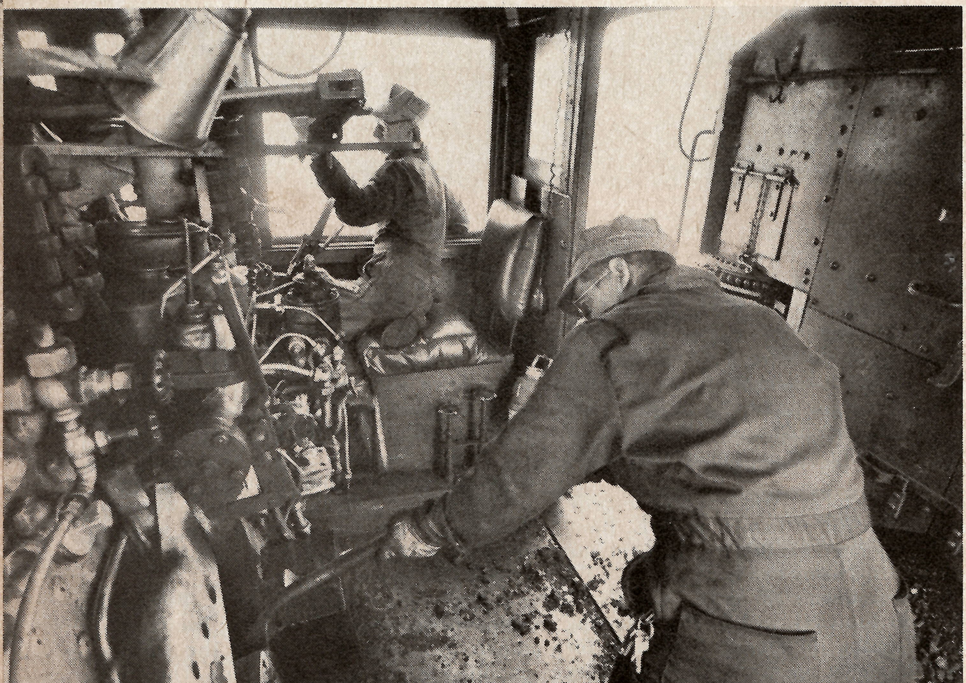
To put it bluntly, that first trip was a disaster. The 127 had a bad fire and stalled halfway across New Jersey, had trouble on the Ashley wye, was blocked by a derailed diesel and wasn't even headed home in the biting sub-freezing weather until well after dark. The 90 administered the coup de grace when one of its tender trucks began to disassemble coming down Penobscot Mountain and derailed. The passengers were taken home in a hastily procured fleet of busses.

Because of the cool and professional way High Iron dealt with one difficulty after another on the trip, neither the passengers nor the CNJ were particularly disturbed with the performance, and when the second trip was run the next weekend it was an unblemished success. The 90 had begun her new career in the East with a flourish and with the summer 1968 season became Strasburg's star attraction.

On May 12, 1978, I went to Strasburg for a close encounter of the Decapod kind. I had seen, photographed and ridden behind her on many previous occasions, but never ventured into the cab. Vice president Ed Lewis had the release form ready in the office, and after the paperwork was completed we went out for a look through the shop while we waited for 90 to return from her first run of the day.

Huber Leath is a quiet and friendly gentleman who is obviously enjoying his work as Strasburg's chief mechanical officer. The Strasburg is a prosperous operation, and Mr. Leath has fine shop facilities and a crew to work with that would be the envy of most other tourist operations. The Strasburg shop has even done emergency work on PC/Conrail GG1's with its wheel drop pit, and repair work on engines and cars can be carried on inside spacious and well equipped buildings.

PHOTOGRAPHY: JIM BOYD, EXCEPT WHERE NOTED



One luxury that Mr. Leath enjoys is the ability to contract out the trackwork and concentrate his own efforts strictly on the rolling stock. "Track maintenance is hard work and we'll gladly pay someone else to take care of that for us," he confessed. Since it's on a sound business foundation, the Strasburg uses only paid employees for all of its services and thus avoids the problems encountered with trying to discipline a volunteer crew. They are professional full-time railroaders, and the property shows it.

I was surprised to see 2-6-0 89 outside and under steam even though there was only one train running—and that had the 90. Mr. Leath pointed out that it has long been Strasburg practice to have a "protection" engine under steam and ready to go on short notice to cover the schedules should the service engine have any problems. The steam is used almost exclusively for passenger service, with the GE 44-tonner used for the occasional freight movements and work trains. The road's original 1926 Plymouth is still serviceable but used now only as a shop engine.

Our inspection of the facilities was interrupted by a whistle to the east. With a modest shuffling exhaust, 90 brought the seven-car train through the shop area and into the station. Two busloads of school children and a gaggle of early season tourists filled the platform and gift shop area as the brakeman cut 90 away from the coaches. The Decapod pulled forward through the spring switch at the west end of the passing track—all the switching movements on a normal run are done through spring switches and the brakemen need only to couple and uncouple the engine but don't need to throw any switches—and backed up to the water tank to top off the tender. The fully functional water tower makes watering the engines easy and efficient, while an end-loader and ramp near the engine house makes for a handy if not quite so traditional method of coaling up.

With the watering done, 90 backed through the east end spring switch and moved forward to couple onto the *"Hello Dolly"* open-air car at the end of the passenger consist. With air hoses buckled and an air test completed, the train was again ready.

With its boiler and firebox perched high above the drivers, it's a pretty good climb to get into the 90's cab, but once up there one finds a surprisingly spacious interior with a flat and level deck. The backhead and piping painted in Rust-Oleum Bright Silver and graphite enhances the bright and open feeling in the cab. John Bowman and Red Shaub made up the engine crew, and Red was perched on the big red cushions of the engineer's seatbox while John was taking his turn at firing. The brakeman's jump seat next to the backhead was folded down and John motioned me to the fireman's seat.

He hit the fire with a few well placed scoops of coal, brought the water level up to his liking with the injector and stood by the gangway to await the highball. He said that he liked firing 90 because she was the best steaming engine on the railroad. "With that big firebox you don't have to be so careful with 'er." I mentioned that Ed Lewis had noted in his manuscript that John had been one of the first two Strasburgers to encounter the 90 in Colorado in 1962. "Yes, sir," he replied, "and at that time I never figured we'd see her here."

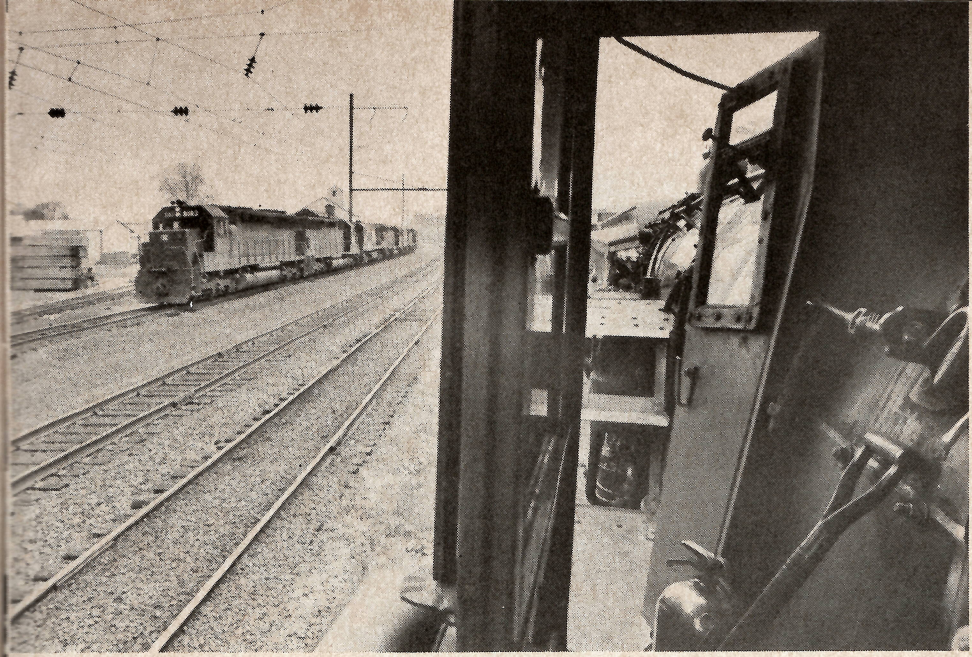
Somehow it didn't really seem out of place when the radio crackled over the sounds of fire and steam to give us a highball and clear us up with the 44-tonner and its work train that would be getting out of our way in the passing track at Groff's. Red whistled off and we were rolling eastward, tender first, toward Leaman Place (the railroad junction in the community of Paradise), four-and-a-half miles away. It's downgrade for most of the eastbound run except for a bit of a sag near the Red Caboose Lodge, so the sound of the air brake was more noticeable than that of the stack. Even running backwards with no trailer truck, it was immediately apparent by the smooth ride that the Baldwin designers had done a good job of making their light Decapods easy on the track.

The work train confirmed by radio that it was in the siding and that everything was clear as we approached Groff's. Most of the crossings were protected by flashers or gates, but at Carpenter's crossing, marked only by a pair of crossbucks, we stopped and had John flag us across—with a couple of black-garbed Amish children watching from up the road. The downhill trip from Strasburg to Leaman Place is not what you'd term your basic exciting train ride, but it gives the rider a fine opportunity to study the lush and gently rolling farmland that has supported the Amish communities since they came here in the 17th and 18th centuries to escape religious persecution in Europe.

The eastern—or nothern—end of the Strasburg is a railfan's delight since the tourist train pulls up and stops only one track away from the Amtrak/Conrail electrified Pennsy main line to Harrisburg. Used primarily by passenger trains and hotshots that bypass Enola Yard, this line sees fairly heavy traffic in the daytime and it's not unusual for a train to pass during the Strasburg's ten minute layover time—of course, I was just changing lenses in the cab of 90 when a headlight popped around the curve to the east and I slapped everything back together and grabbed a panic shot of the set of light diesels that zipped past. Object lesson: You don't get much warning on the old Pennsy main at Leaman Place.

The 90 grooved through the spring switches to run around the train and was properly poised on the front of the consist for the return trip, which to the satisfaction of railfans and tourists alike is mostly uphill. A highball and another check with the work train by radio got us on our way again, this time to the roar of open cylinder cocks and a rumbling stack.

The Strasburg track curves away from the Pennsy and immediately begins to climb. The throttle came out and 90 began to bark with the authority of a true freight engine. In her later years on the Great Western after another truck collision had left her side rods tied in knots, the 90 had exhibited a rather distinctive loping gait that is quite evident in recordings of her during that period, but the Strasburg folks have ironed out the problems and trued up the machin-



IT'S EVERYDAY WORK for No. 90 running between E. Strasburg and Leaman Place hauling passengers. On May 12, 1978, a set of light Conrail units passed under the old Pennsy wires at Leaman Place. 90 was photographed leaving there on the next run (**below**) just before making a memorable charge for the hill. On the road (**opposite left**), John Bowman was firing and Red Shaub was running.

ery to give 90 a respectably square exhaust.

Even pulling a relatively heavy train of seven coaches upgrade 90 rode smoothly with little slapping of the rails. The speed picked up as we hammered into the grade. John was on the deck bailing in the coal as Red held the traditional engineer's pose

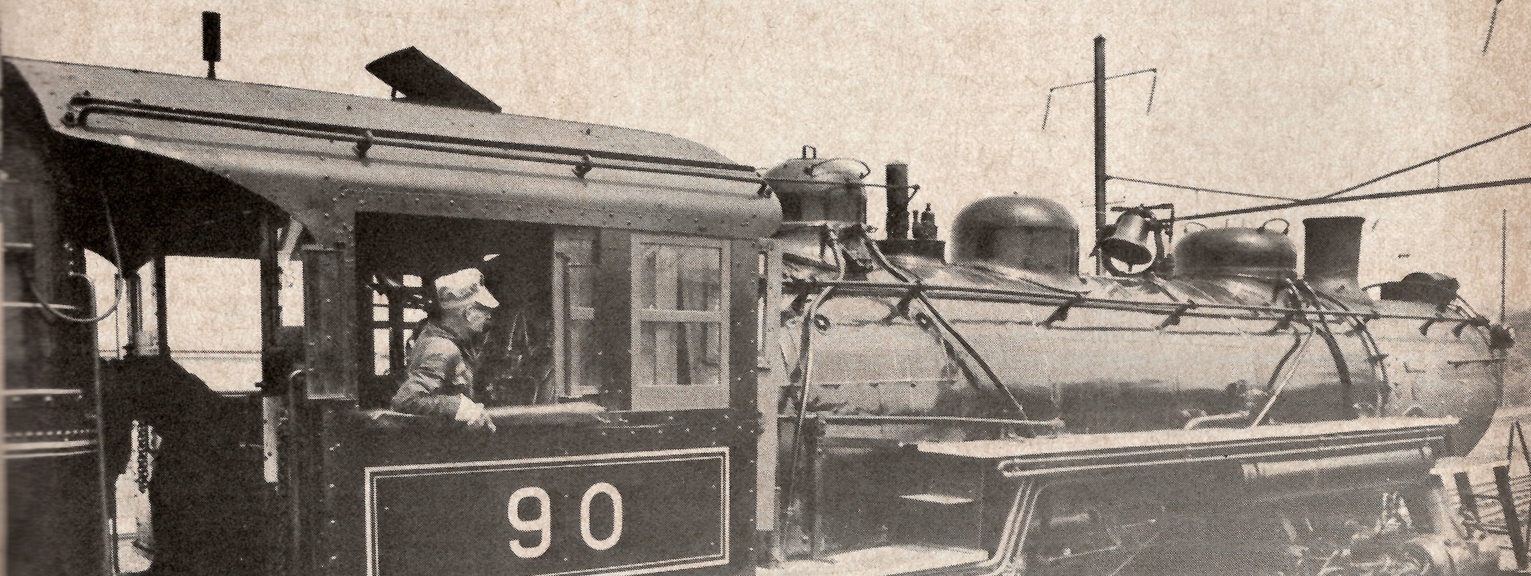
"This is my kind of railroading!" I shouted across the cab.

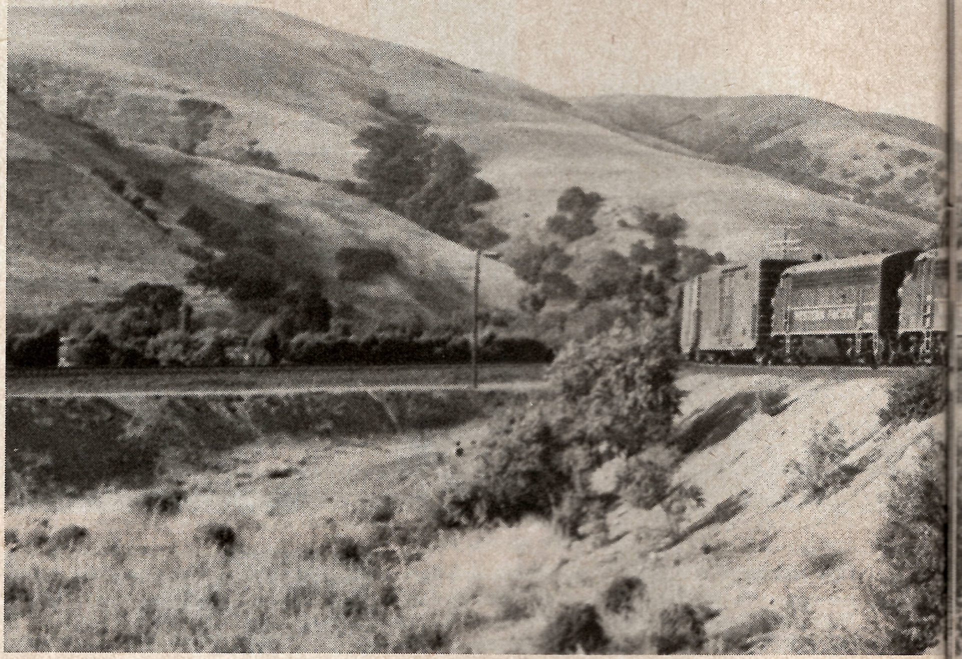
"We don't get much of this, but what we do get is pretty good," Red grinned and hollered back.

The sound died away as we rounded a curve and slowed to flag Carpenter's crossing. Then it was back into the world of noise as we whistled and started working again. There's enough hard pulling on the run from Leaman Place to Strasburg to keep the most die-hard steam fan happy, and the ride in one of the beautifully restored B&M or Reading open-platform coaches puts the passenger almost as close to the action as the crew in the cab. For being America's oldest short line, the Strasburg can put on a pretty good presentation of main line railroading.

The remarkable design of the East Strasburg depot is quite evident as viewed from the incoming train. The touch of architect Frank Furness is reflected in its overall Reading style and yet individualistic attention to detail. With the train stopped, the platform was again quickly filled with a swarm of passengers. Once the engine was run around the train and tied on for the next trip, I thanked my hosts and climbed down from the engine with a whole new feeling for the light Decapods and 90 in particular.

There were still a couple more trips to be made before the Strasburg wrapped it up for the day, so we decided to use them for lineside photography. For the first set-up, we met the train at Leaman Place alongside the Amtrak main line, but no other trains passed by. 90 got its highball and stomped out of town. The sound was so superb as it curved around the hill that we simply stood and listened until he shut down for Carpenter's crossing. Pictures, schmictures; we could get pictures later. That was a performance better than any pictures.





PHOTOGRAPHY: DAVID R. CLEMENS, EXCEPT WHERE NOTED

The "Milpitas F's" are back!

Four veteran F7's are dressed up to help celebrate Western Pacific's 75th birthday.

by David R. Clemens

What was it that Mark Twain said after reading a newspaper account of his death? "The reports of my demise are greatly exaggerated!" The same comment appears to be in order for the quartet of feisty California F7's that we introduced as "The Milpitas F's" back in the Winter '76 RAILFAN. The last F's in regular service in California, the four Western Pacific F7's (913, 917, 918 and 921) have been working the Stockton to San Jose line for the past few years and have become the locomotive celebrities of the Bay region. Early last summer, however, three of the four were knocked out of service and it looked like the end was at hand for the covered wagons. I chronicled their apparent end in *Markers* of the December '77 issue.

To recap what happened to them, 921 was the first to go when she was involved in a truck/train grade crossing accident on June 17, 1977, in which she sustained body damage to the left rear side area. Just three weeks later, 917 and 913 had electrical fires while lugging a heavy train up the east side of Altamont Pass.

The initial information which became available put the price tag for returning the damaged units to service at about $35,000 each, and scrapping was a near certainty. Apparently, cold hard economic facts from the Accounting Department led the Mechanical people to reevaluate the situation. It boiled down to a very simple matter that the expense of repairing the units would be less than the cost of one of the five GP40-2's that were slated to replace them. The decision on what to do remained up in the air for weeks as 918, the surviving unit, plied back and forth from Stockton to Milpitas/San Jose in the company of second generation mates.

By early October, 1977, arrangements had been completed to send 913 (electrical and fire damage) and 921 (carbody damage) to Morrison-Knudsen at Boise, Idaho, to be repaired. 917, which had faired better in the "Altamont Inferno", went into the Stockton shops for similar treatment on a time available basis. On October 4, 917 went into the roundhouse, and on October 9 the eastbound GGM found 913 and 917 dead-in-tow bound for Boise.

Meanwhile, 918 was quietly running up the revenue miles. Initially, she was teamed with U30B 3056, which had become an oddity in its own right by virtue of the engineer's side of the cab being sealed up with a sheet metal plate following some sort of altercation. With 3056 running as a booster unit only, the pair teamed with anything and everything. Finally, someone decided that the big U-boat was better suited to main line duty, and she was displaced by a myriad of GP7's and '9's depending on availability. By mid-October, the railfan community lost the survivor to her mandatory two-year inspection as 918 too went to the shops.

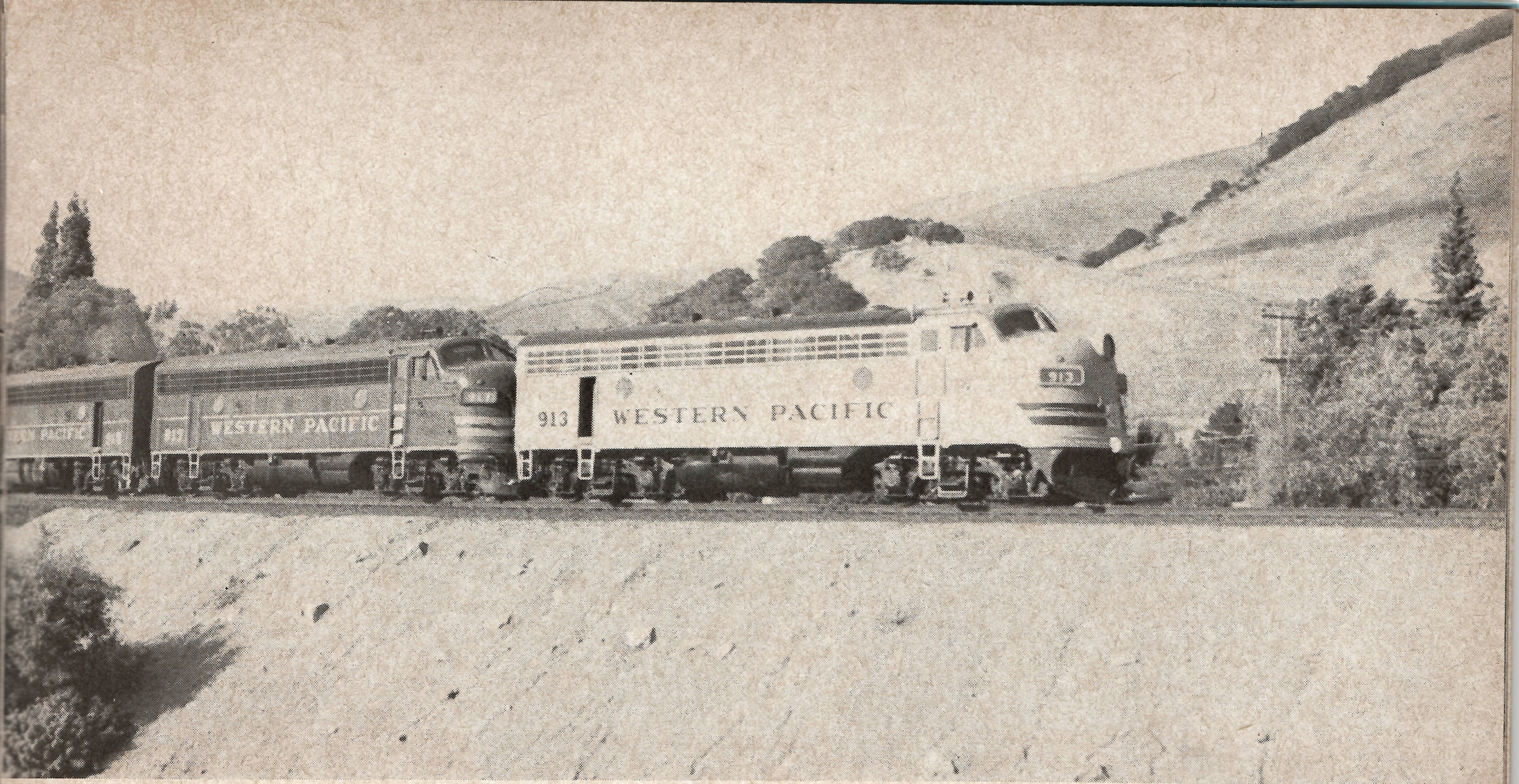
For some time it was rumored that something significant would happen to the F's beyond just fixing the mechanical defects. Company insiders and fans alike had begun a concerted effort to come up with a company image maker and morale booster along the lines of the highly successful Bicentennial units 1776 and 1976. Things weren't going very far until support was rallied from the locomotive engineers' union which finally backed a proposal to repaint at least one of the units in "traditional" colors. Although there was no formal press announcement, by December officials were confirming that one of the four would be getting a new coat of the famous silver and orange colors.

Initially, the thought was to go with the passenger colors including the nose-wings herald that adorned the *California Zephyr* units, but the final decision was to remain with the freight colors. Simple enough, right? Not if you have changed paint companies. It seems that the WP is now contracting with a different supplier, and the required silver and orange paint was not readily discernible in the catalogue. The initial reaction was to simply go ahead with paint that would be representative of the appearance, but on second thought the railroad turned to both fans and modelers to dig up just the right combination of orange and silver. The rest of the units, however, would get the standard contemporary WP green.

On December 14, 1977, 918 (the undamaged unit) joined three hood units in the consist of the SJT (San Jose Turn) for the run to Milpitas. Resplendent in shiny Perlman green with orange striping, safety-appliances and lettering, the old girl had completed her inspection and was ready to go out in the world with a new dress. Unfortunately, the parade was not a complete success since 918 quit on the road and was promptly returned to the shops for further treatment. A week later she was back again, and this time in perfect health.

After following the usual pattern of running to Milpitas for about three weeks, the 918 broke out of the mold and began running on a number of other trains. On January 9, 1978, she was found sandwiched in the middle of a GP40/F7/U23B combination on the eastbound TOF (Trailers on Flatcars). On the 15th, she was again in the "pig business" as the trailing unit on the COFC (GP40/U23B/F7), and returned from east of Stockton on the BN 137. On the 28th, she again ventured east of Stockton with GP20 2009 on the WPX (WP Expeditor). Her return was less spectacular, since the 2009 limped into Stockton towing both BN 171 and the silent F.

The problem was a minor one and 918 was available to join 917 on the Milpitas trains

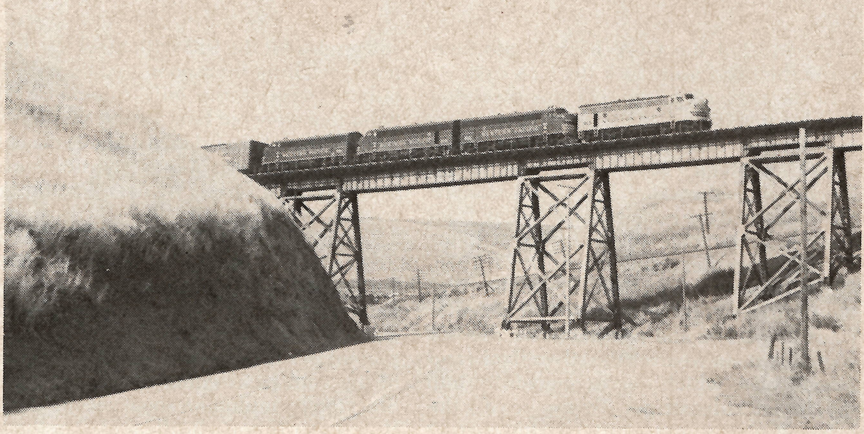


when they both left the shops on February 2, 1978. Like 918, the 917 was decked out in the green and orange paint. Unfortunately for railfans, it was hard if not impossible to enjoy 917's return. The speed recorder was not properly repaired, and she was (and is) relegated to the middle of the motive power consist. The usual compliment of power to Milpitas in the early weeks following 917's return was to add a GP7 or 9 to the pair of F's, creating a pure first generation package.

Things were beginning to heat up by now. On February 4, the 921 was added to the S-PBF (Stockton Piggybacks and Forwarders) at Ogden for her return from Morrison-Knudsen. Upon arrival in Stockton, she was immediately slated for a turn at the paint shop, and the railfan community held its breath in anticipation that possibly 921 would come out silver and orange. It wasn't to be, however, and she too received the green and orange garb. 921 returned to work on March 6, 1978.

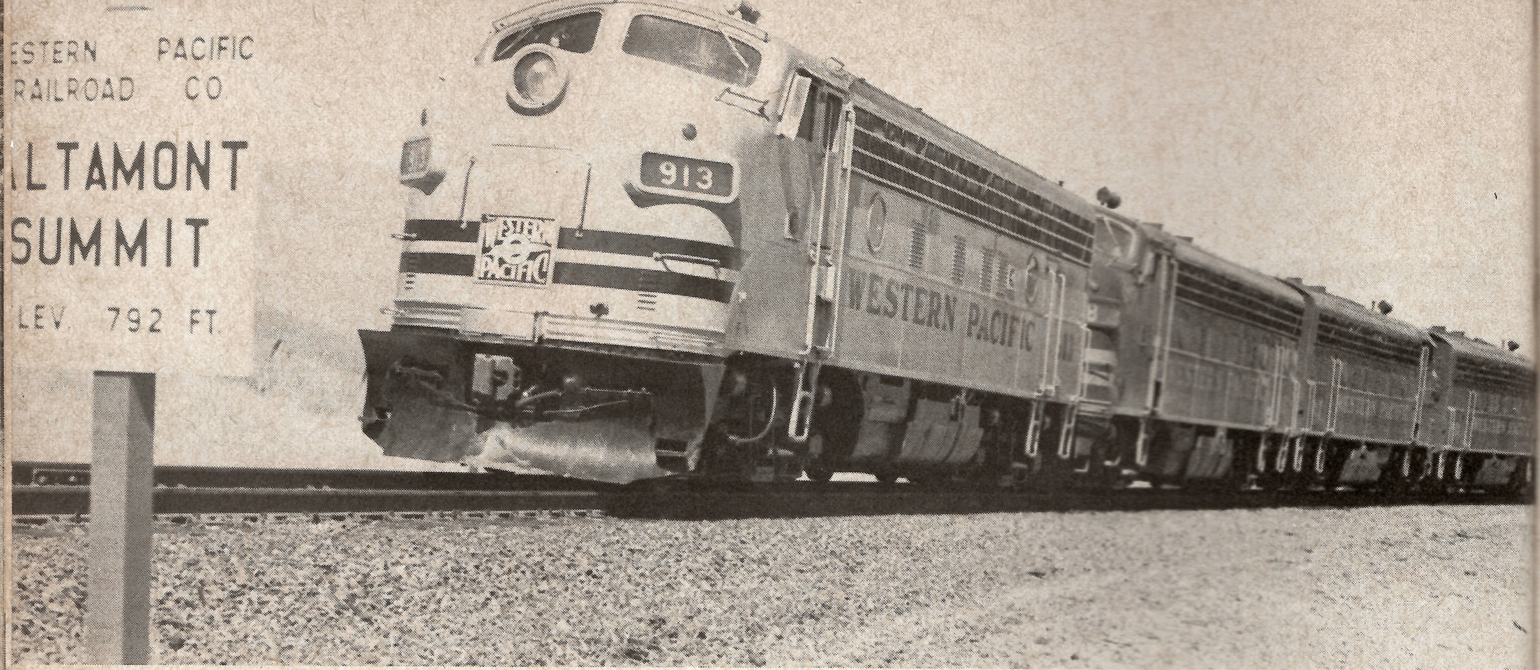
In addition to doing their normal rounds on the WP trains, the three F's got in a little p.r. duty, and a lot of publicity in the process. On March 23 the 918/917/912 rolled into Oakland on the point of the GGV (Golden Gate Vans) to assist in the opening of a new discotheque. The establishment is located in the old Oakland WP passenger station and is called, appropriately enough, the "Zephyr." After spending the day being photographed in the Oakland Yard area, the F's were placed on the BN 140, and at 8:00 p.m. the train pulled into the floodlight-illuminated street and into the eyes of numerous TV cameras. After the ceremonial ribbon cutting, the units leaned into their train and headed for home.

The wandering of the trio didn't end at Stockton, however, and the three F's joined a pair of U23B's and a GP20 to haul the CIX (California Illinois Express) on the 25th. The F's led from Stockton east into the Feather River Canyon to Virgilia where the F's swapped places with the power of the



SUNSHINE AND SHINING UNITS combined with a predictable schedule make the WP's four F's prime material for railfans. The set was shot on the San Jose Turn at the Niles Wye (**top**) on May 22, 1978, and crossing the "high bridge" (**above**) at the west end of Altamont Canyon the next day. Prior to 913's emergence in orange and silver, the three green units worked Milpitas (**below**) on March 11.

WP
WESTERN PACIFIC



LARRY HANLON

WITH ORANGE AND SILVER 913 in the lead, the four F's crested Altamont Summit on April 27, 1978, passing a sign contributed by some local railfans. A typical Saturday (May 20) found a photo line at Milpitas as the SJT arrived (**below**). The F's normal schedule is to run Stockton to Milpitas in the pre-dawn hours and leave Milpitas for Stockton on the SJP between 6:00 and 8:00 a.m. They then return in the afternoon on the SJT (San Jose Turn) leaving Stockton around 12:30 p.m. and turning back at Milpitas on the SFA (Santa Fe Autos) sometime after 5:00 p.m. Good shooting!

GGV. 918 led the GGV back to Stockton while the hood units took the CIX east.

In the meantime, the 913 was receiving the most work of any of the units. In addition to extensive electrical damage, the prime mover was given a good looking over by the Morrison-Knudsen staff. Finally, on March 3 the 913 joined the consist of the S-PBF from Ogden and the stage was set for the Milpitas F's to be together again. On April 24, 1978, the 913 emerged from the shops in the vivid hues of the freight silver and orange. After years of cracked and peeling paint, the 913 was once again wearing the silver flanks and orange nose which curves gracefully into the broad side stripe. To top it off, the scheme was punctuated by the correct "square" WP herald situated neatly on the nose door. 913 succumbed almost immediately to teething problems, but two additional days in the shop put her in shape.

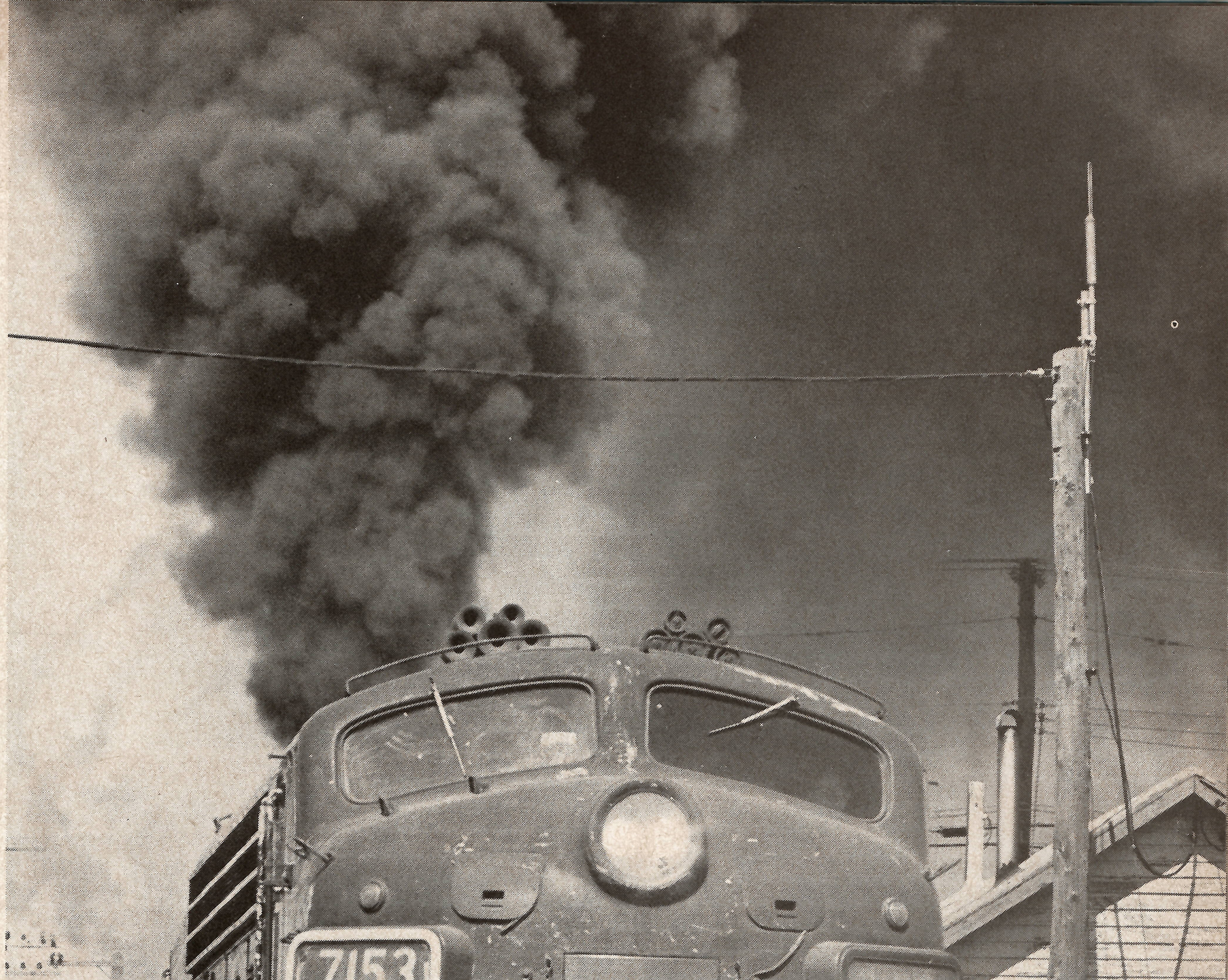
With all four F's available, the power was normally run in pure sets on the Milpitas jobs with the silver 913 on the point westbound. This provides for the very best sun angles for the 913 with Stockton departure stretching from noon to 2:00 p.m. The railfans weren't the only camera-carrying types that were out hunting the Milpitas F's. At least two photos of the 913 have made the newspapers as lead photos for articles on the proposed sale of the Western Pacific Railroad by WP Industries.

Tonnage out of Milpitas on the eastbound SFA (Santa Fe Autos) has been growing all spring, and it hasn't been unusual for the F's to be returning east with more than 60 loads and 4000-plus tons. Since the SFA is an important per diem train with about a quarter of the auto racks going to the Santa Fe at Stockton by midnight, some second generation power is periodically added to the four F's when it is known that an especially heavy SFA will be called.

Their pace was really cut one evening late in April when vandals greased the rails just east of the wye at Niles. The combination of oil and tar stalled the train on the grade and was so efficient in reducing traction that the engines were sliding back down the grade after cutting off the train even with the brakes fully set. After inspecting for damage, the power was finally able to run ahead, sanding the rails in both directions. The train finally made it through the mess with wheelspin being the order of the evening. Whether the joke was intended for the F's or just any WP train is unclear. The incident soured relations between the railroad and fans in that geographic area, although matters appear to be back to normal now.

The month of May has typically found all four F's on the Milpitas trains, although one or two may be out periodically with some sort of minor ill. The repairs to the units have improved their reliability, but not necessarily to the point of perfection. A case in point was Sunday evening May 14th. The 913 was leading the SJT when she gave up the ghost between Tracy and Midway. Engineer Ed Hale, who is reputed to be the best of the F-unit engineers, was still unable to coax 913 back to life. As a result, the power from the B-PBF (Bay PBF) following behind was cut off and used as a pusher set up to Altamont where the 913 was removed from the train. To add to the weariness of the crew, the GP7 which was second in the SJT motive power set was facing the wrong direction. The San Jose Turn finally made it to Milpitas, but very late and 713 running long hood forward, much to the dismay of Engineer Hale.

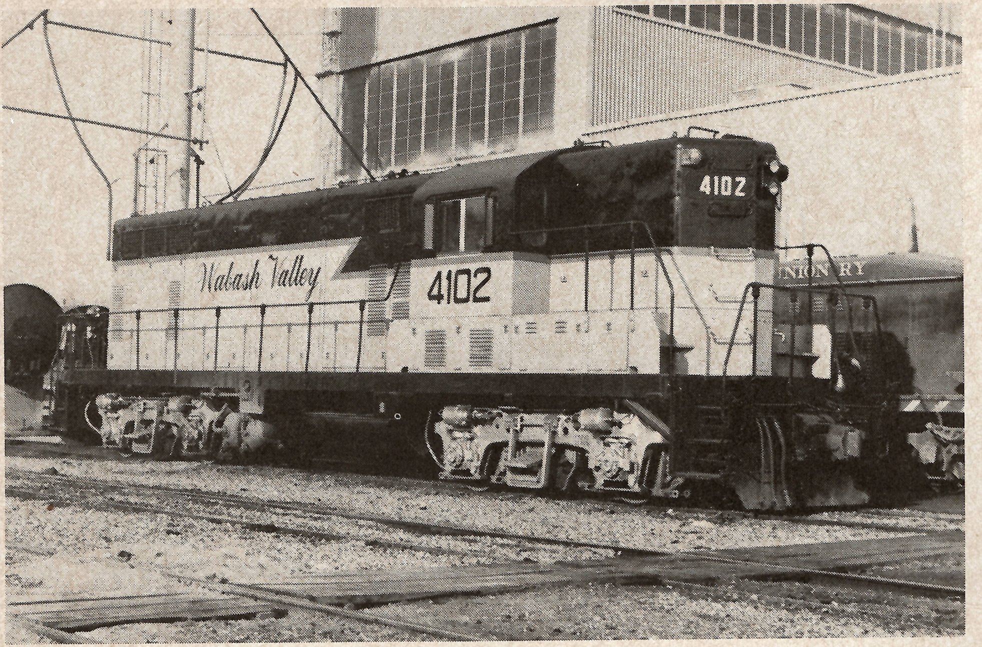
It seems only fitting that since our initial coverage of "The Milpitas F's" began on a Saturday in May, we should wrap it up here the same way. On May 20, 1978, the San Jose Turn entered Milpitas with 913 leading 917/918/921, and trailing more than a train. The caravan which followed finally ended with nine camera-laden fans all vying for more precious pictures of the last F's in California. The booming success of WP's Bicentennial GP40's was nothing compared to this.



BILL RETTBERG

LONGTIME FAVORITES of eastern railfans, some Western Maryland F-units still survive in Chessie service working B&O and WM lines out of Cumberland, Md. On April 30, 1978, a matched set of "blacks" were used as helpers on the first Chessie Steam Special trip of the season, a run from Baltimore to Hagerstown via the WM "Dutch Line". That's 2101's smoke, of course.

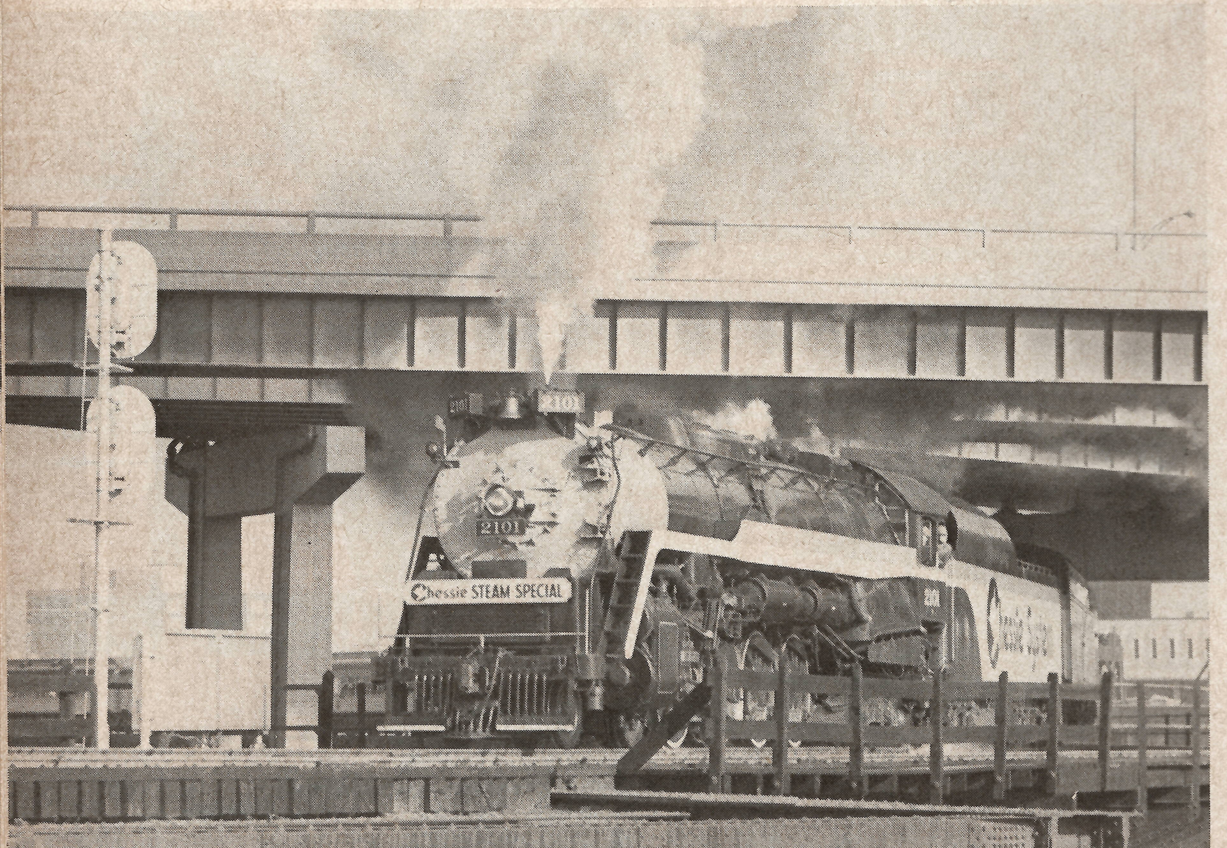
Photo Line


Wabash Valley
4102
4102
UNION RY

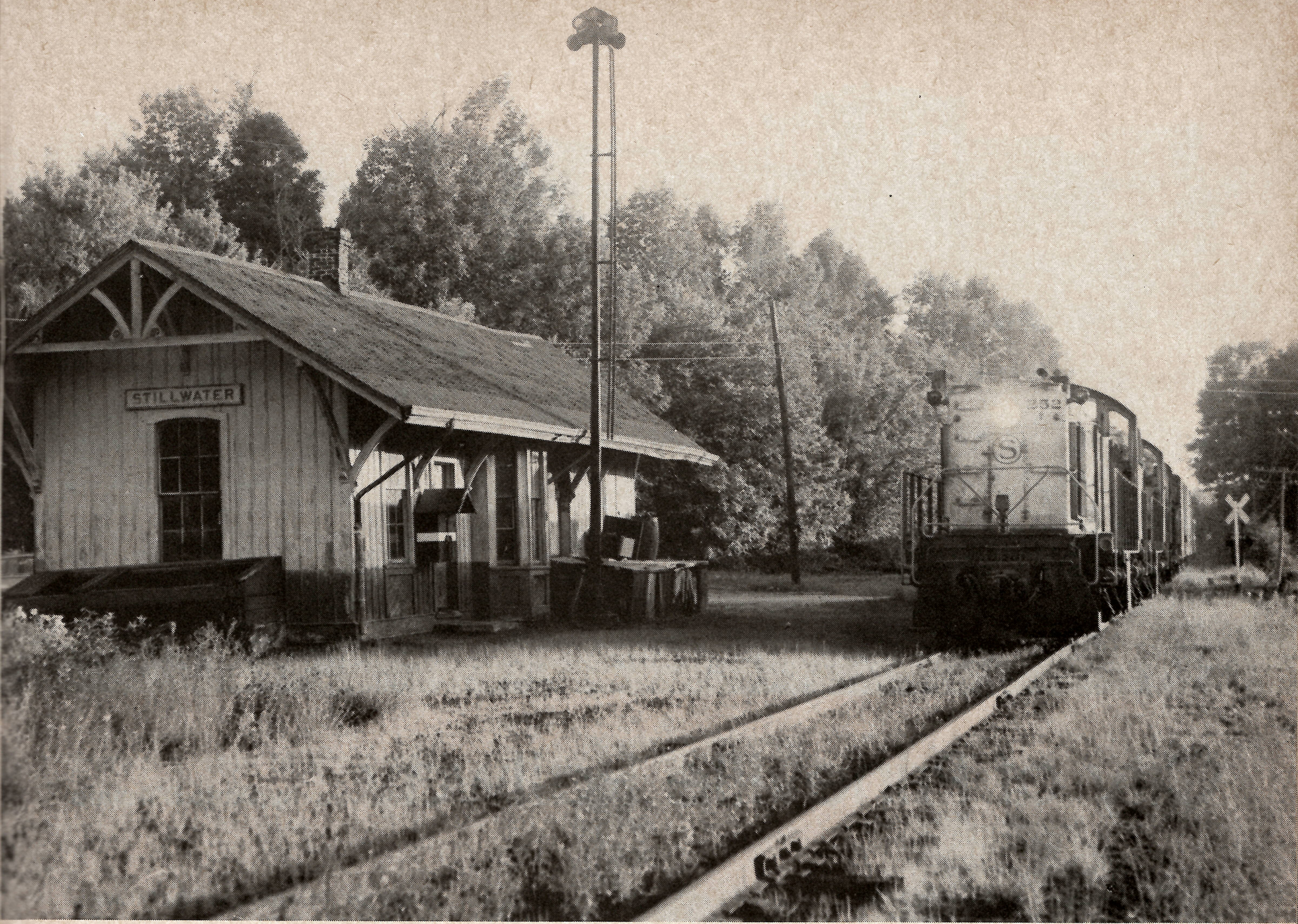
WAYNE BRIDGES

THE WABASH VALLEY is one of the new "Designated Operator" post-Conrail short lines, and it runs 76 miles of ex-PC line between Peoria and Paris, Ill. Geep 4102 is ex-P&LE 1530, overhauled by RI's Silvis Shops and painted in a brilliant black and yellow with red stripe and silver trucks. One of three WVRR Geeps, 4102 was in Pekin, Ill., on March 18, 1978, to have its wheels turned by the Peoria & Pekin Union shop.

JON BENTZ


2101
2101
2101
Chessie STEAM SPECIAL

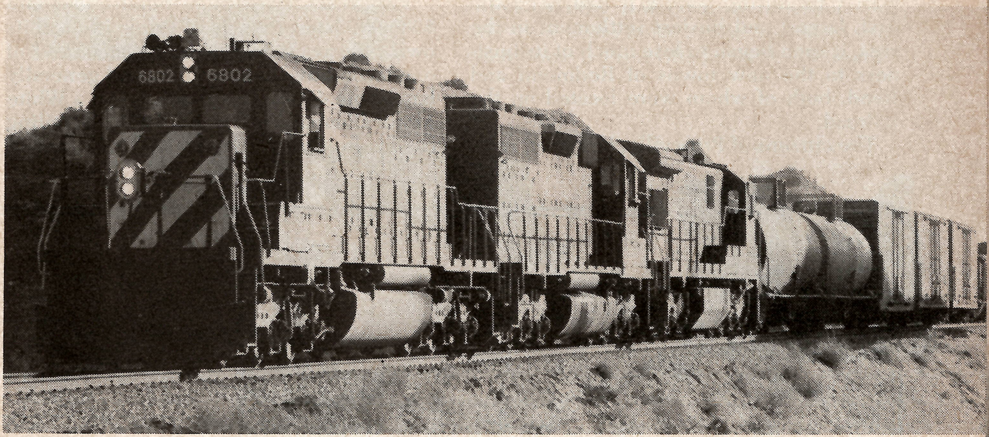
JOHN KRAUSE



THE STILLWATER DEPOT was located on the New York, Susquehanna & Western in Sussex County New Jersey. With a late afternoon sun, three RS1's worked an eastbound freight over joint trackage with the Lehigh & New England from Hainesburg toward Sparta Mountain in the summer of 1961. If this scene looks familiar, it's because this is the original photo from which we derived the artwork for "The Book Depot" on page 58. The Stillwater depot was only about a mile from where the Carstens office is now.

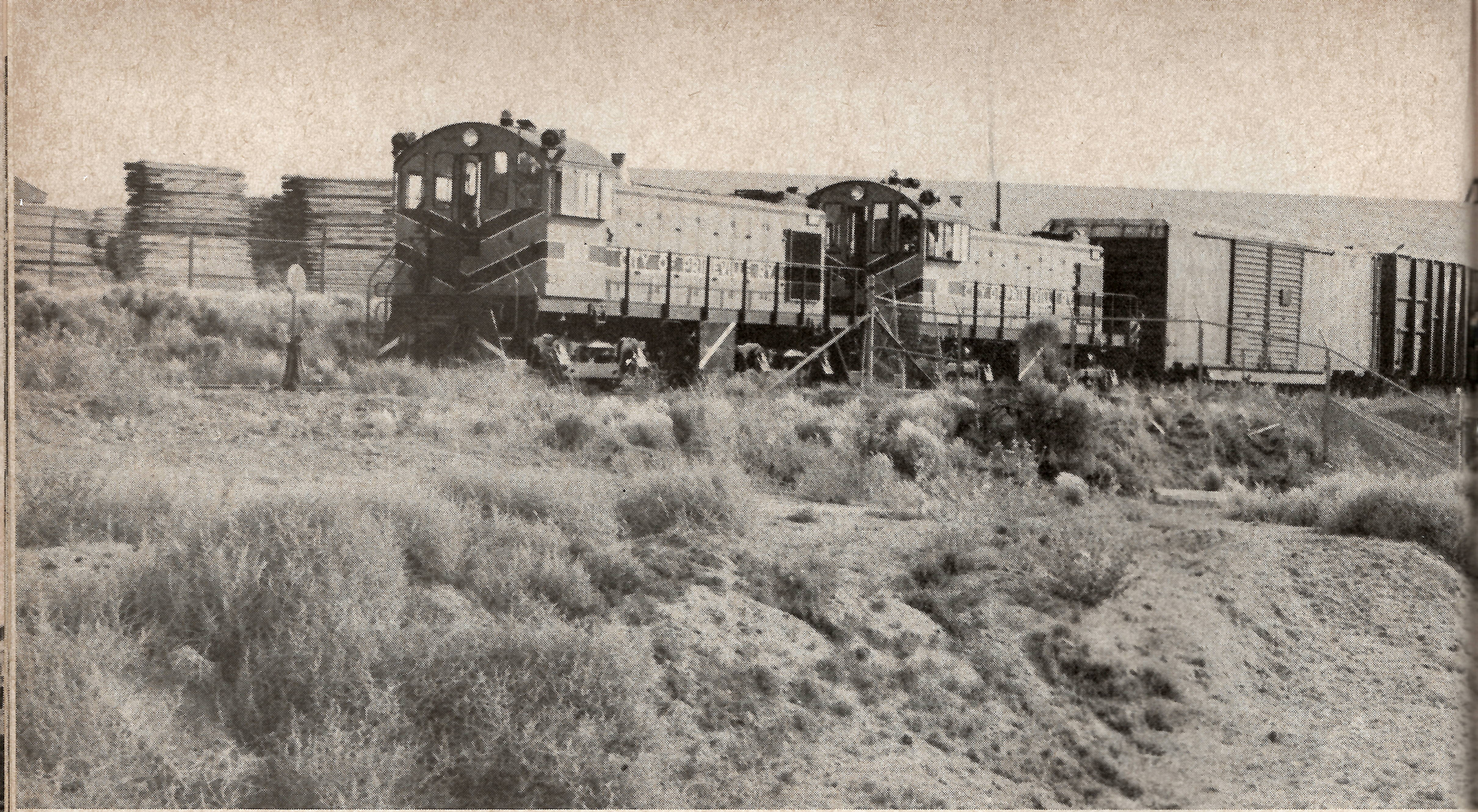
THE CHESSIE STEAM SPECIAL was working hard on the 1% grade on the Ohio approach to the Ohio River Bridge in Cincinnati as it headed out on the morning of May 20, 1978, on a run over the C&O to Ashland, Ky. It put on a great show for the railfans and motorists on the adjoining highway bridge. The ex-Reading 4-8-4 and its colorful train will be touring the Chessie System through the autumn of 1978.

BOB GOTTIER



LEAVE IT UP to the Southern Pacific to add its own touch to a leased BN SD40-2 radio master unit—who else would hang a "Mars" light on the front handrails? It's Cajon Pass, August 8, 1977.

Photo Line



City of Prineville Railway

by Chris D'Amato

Does your town own its own railroad? Prineville, Ore. (pop. 5,000), does, and since 1945 it's contributed well over $2 million to the city treasury.

In 1912 when the Union Pacific and Great Northern combined forces and built a line down through central Oregon, they bypassed the town of Prineville in favor of a route along the Deschutes Canyon. Without a railroad, Prineville's economic outlook wasn't promising. While it had been the first, largest and busiest settlement in the area, it soon began to lose much of its business to the new towns of Redmond and Bend, both of whom were located on the railroad.

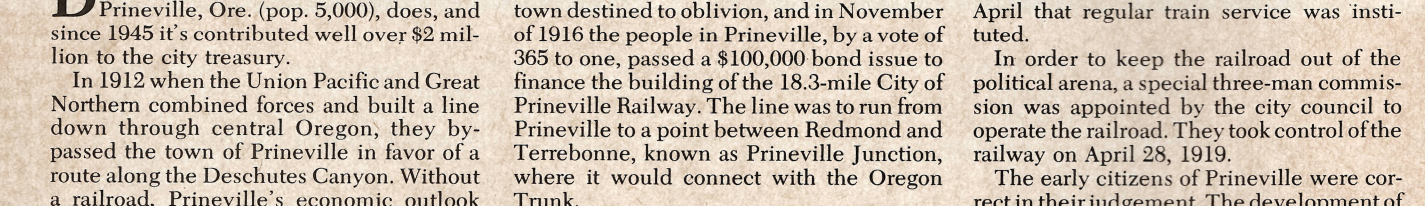
The citizens of Prineville, however, were not content with being an isolated interior town destined to oblivion, and in November of 1916 the people in Prineville, by a vote of 365 to one, passed a $100,000 bond issue to finance the building of the 18.3-mile City of Prineville Railway. The line was to run from Prineville to a point between Redmond and Terrebonne, known as Prineville Junction, where it would connect with the Oregon Trunk.

Two years, three more bond issues and $385,000 later, the city of Prineville had its own railway. Its rolling stock consisted of one locomotive (a low, lanky and generally handsome 4-4-0), two coaches and a White Motor Company railcar with a small trailing car for freight. While the first train ran in August 1918, it wasn't until the following April that regular train service was instituted.

In order to keep the railroad out of the political arena, a special three-man commission was appointed by the city council to operate the railroad. They took control of the railway on April 28, 1919.

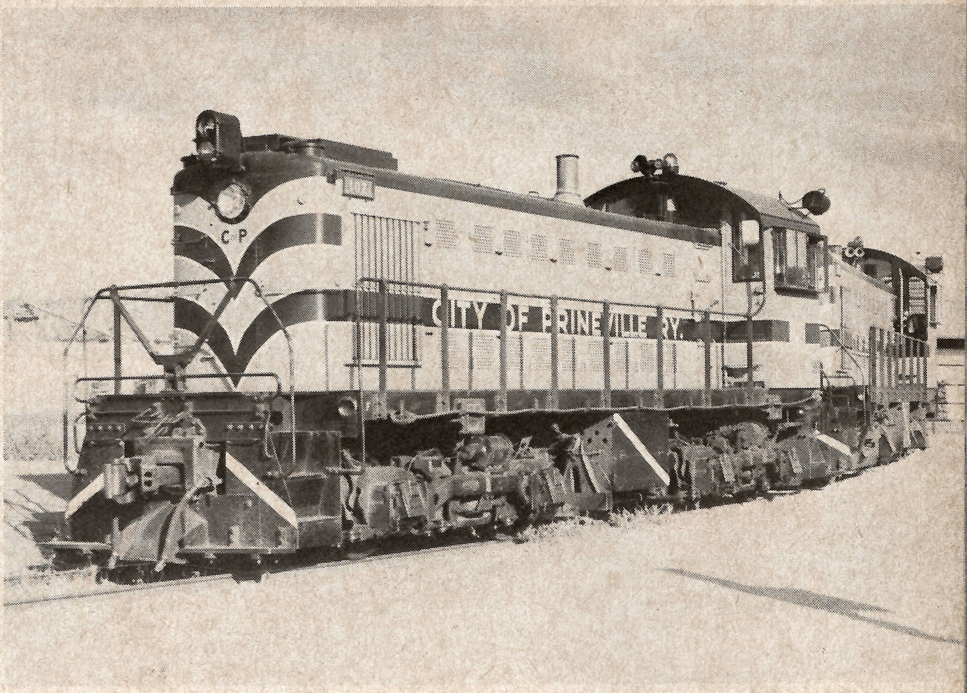
The early citizens of Prineville were correct in their judgement. The development of the railroad was critical to the development of Prineville. Because of the railroad, Prineville has been able to attract industry to the area. That in turn has produced numerous jobs for the townspeople.

Today the railroad is a modern shortline. They run two trains a day, five days a week,


Portland
UP
SP
BN
Prineville
Map area
Bend
OREGON
Klamath Falls
BN/SP
Terrebone
U.S. 97
CofP
O'Neil Hill
O'Neil
CofP
Crooked River
U.S. 26
CofP
Pine Products mill
Coin Millwork
Consolidated Pine mill
Pacific Fruit & Produce
Hudspeth mill
Stockyard
PRINEVILLE
Ochoco Lumber Co. mill
U.S. 26
Or. 126
Clear Pine Mouldings
Union Oil
Standard Oil
Ochoco Feed Co.
Prineville Junction
BN(SP&S)
Redmond
Or. 126
City of Prineville Railway

RAILFAN: BILL SCHAUMBURG

PHOTOGRAPHY: CHUCK KILLIAN, EXCEPT WHERE NOTED



LUMBER MILLS in Prineville are the prime source of traffic for the CofP, and much of the work performed by the two daily switch jobs concentrates on them.

Here's a case of a railroad subsidizing the taxpayers.

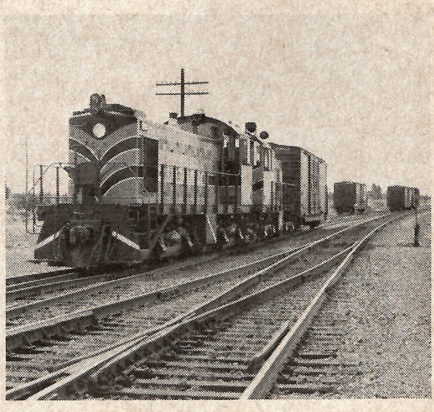
employ 26 people, and for the past several years have contributed $150,000 to the city budget. The fiscal year ending in July 1977 was an off one for the railroad and they only contributed $100,000. Because of the railroad, Prineville had no city taxes until very recently. Now, however, the city does have a small personal property tax. The railroad has also worked out an agreement with the Itel Corporation for 400 new SSI/CofP free-running boxcars for the "per diem fleet." The first cars were received by company officials in Portland on July 20, 1977.

My railfan interest in the CofP began when I read in Ed Lewis' *American Short Line Railway Guide* that they carried passengers on an irregular basis. Since my friend Chuck Killian and I were planning a trip to Oregon, we wrote them requesting more information on their passenger service. A few weeks later I received a reply stating that at one time they had an old coach in which they carried passengers, but it had been scrapped. The letter went on to say, "We do, with permission, allow two or three persons to ride in the caboose on a trip. If you come into the depot in Prineville I am sure it can be arranged."

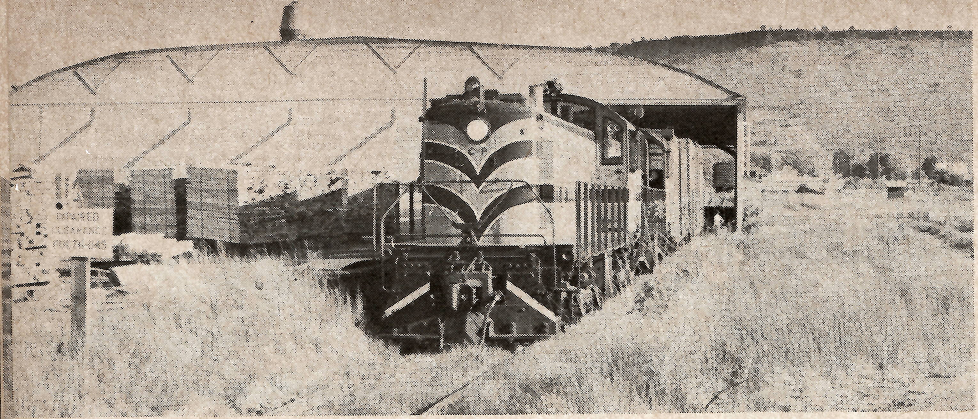
That was an offer that was too good to refuse, so on July 1, 1977, Chuck, Bob Farringer (a friend who's an engineer for the SP) and I arrived at the CofP's modern headquarters with letter and cameras in hand.

The crew, which comes on duty at 4:00 a.m., had already completed their switching chores and were busy weighing the cars that were to make up the morning train. When they finished weighing the cars they headed off to get some breakfast before making the

CHRIS D'AMATO



CONDUCTOR JIM QUEEN described the CofP's operations to the author. The road's only interchange is Prineville Jct. with BN (**above**).



THE ENTIRE LIVELIHOOD of the CofP consists of handling cars for the customers in Prineville (**above**) to and from the BN interchange at Prineville Jct. (**below**), 18 miles away.

run to Prineville Junction. While they were out eating we took the opportunity to do the same, and afterwards returned to the office to sign the necessary releases and meet the crew. Then we headed out for a quick look around the yard before the train departed.

Since Bob had ridden the train before, he decided to chase it this time. While Chuck and I were climbing aboard the ex-Lehigh Valley caboose, Bob was climbing into his Vega to head out on line and wait for us.

Our train consisted of 12 boxcars (two of which were bound for our home state of New Jersey and three for neighboring New York), three woodchip cars, one flatcar and two of the railroad's three engines (101 and 103), all of which are Alco S1's that have been rebuilt by Morrison-Knudsen.

It was 8:45 a.m. when our train headed out of the yard. As we made our way west through Prineville we passed a number of lumber mills. Conductor Jim Queen told us that the railroad serves nine mills in Prineville.

"Inbound we carry mostly lumber and some tires," Queen said. The tires, he explained, go to Les Schwab's tire retreading company.

"Outbound we carry forest products. Today we've got some woodchips, some surface lumber and some molding. The night crew handles almost all woodchips," Queen told us. "This is our slow season," he went on. "The fall is our busy time of year."

The one-hour-and-20-minute ride through the high desert country of central Oregon was a pleasant one. We passed irrigated farms, large ranches and miles of sagebrush and juniper trees. Off in the distance the beautiful snow-capped mountains of the Cascade Range could be seen silhouetted against the sky.

Looking out from the caboose we saw a group of bicyclers on the highway. Our conductor told us that the highway was part of the Bicentennial Bike Trail. "Last year we carried bicyclers from as far away as Holland in our caboose," Queen said. He went on to explain that the railroad has a policy of letting people ride the train.

The train began to slow down a bit as we made our way up O'Neil Hill, the only grade on the line. The speed limit on the CofP is 20 miles per hour, but our train stayed around 15 m.p.h. for most of the trip. This made it relatively easy for Bob to keep up with us. We would pass him taking pictures and a few minutes later he would pass us in his Vega. This went on all the way to the junction where we then watched as the crew switched the cars at the BN (SP&S) interchange.

On the return trip I chased the train with Bob to get some pictures for this article while Chuck rode back with the crew. We stopped just east of the junction, at the bottom of O'Neil Hill and along the highway.

Bob told me that on the way out to the junction he stopped at one place, opened the car door and found a rattlesnake waiting to greet him. "I decided to go out the other door," he said.

We were pacing the train near Prineville when we suddenly heard wop, wop, wop . . . Our left rear tire was flat. We pulled off the road and watched as the train clickty-clacked on down the tracks ahead of us. Bob and I got out of the car to change the tire. This involved taking our three large (and heavy) suitcases out of his tiny trunk to get the spare tire and then wrestling everything back into the trunk when we were finished.

By the time we finished brushing up on our auto mechanics and got back into town, the train was pulling into the yard. We watched as they cut off the caboose and put the engines away.

Since we had missed seeing the morning crew switch the mills, we decided to stay and watch the evening crew do the work. They came on duty around 4:30 p.m., so we had plenty of time to eat lunch, get the tire fixed and look around town before heading back to the yard to take more pictures.

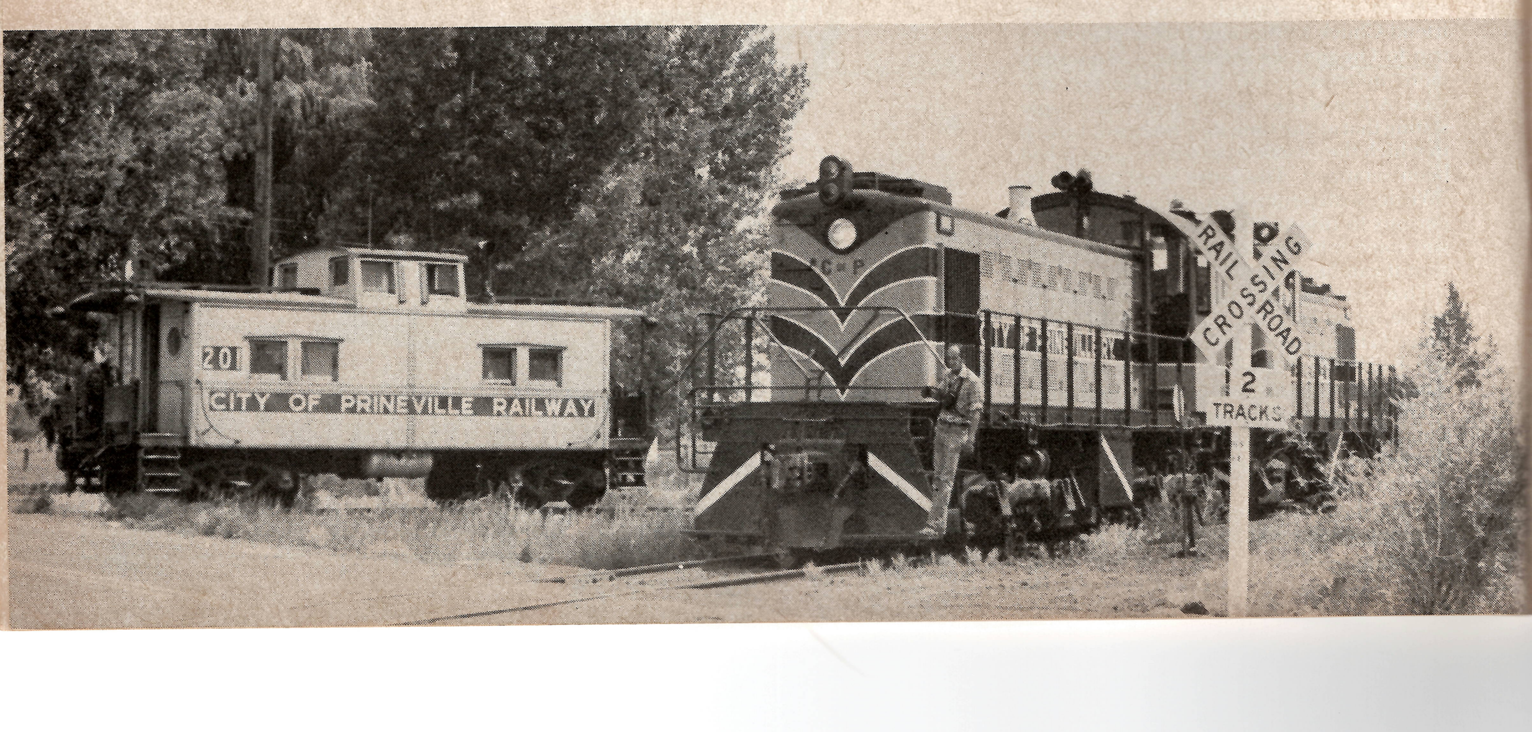
The afternoon crew started with the mills on the western edge of Prineville and slowly worked their way eastward past their yard and office to the Ochoco Lumber Company's mill on Combs Flat Road. From there they headed back to the yard to weigh the cars and make up the evening train to be taken to Prineville Junction.

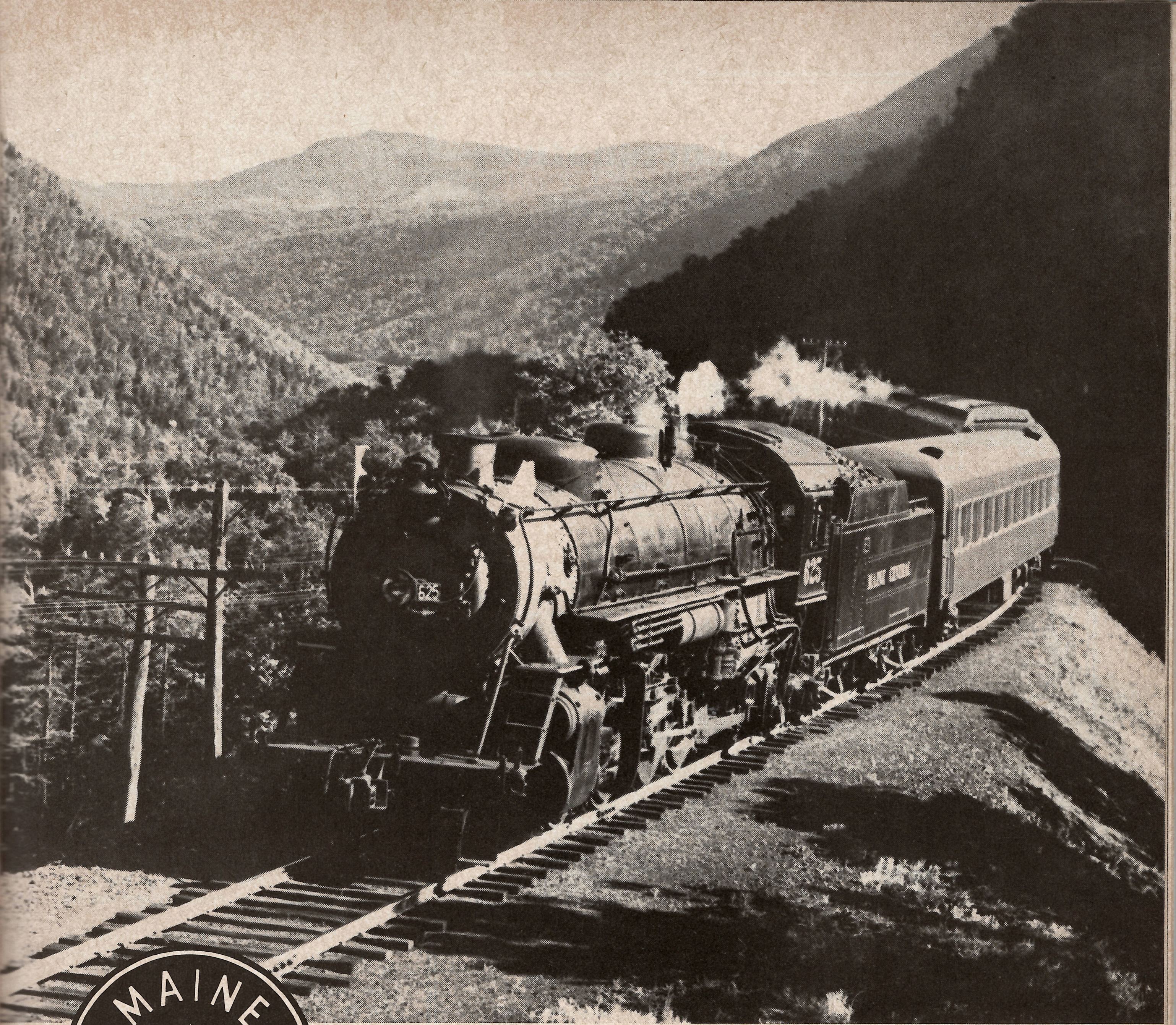
This is where we had come in, and unfortunately it was also where (due to time) we had to exit. We said goodbye to Prineville and climbed into the Vega. This was one Alco-powered short line that hadn't gotten away from us.

Additional reading

If you are interested in a full and detailed history of the City of Prineville Railway, you will find it in the book *Rails to the Ochoco Country,* by John F. Due and Frances Juris from Golden West Books.

This $7.95 book was published in 1968 and is now out of print, but it may be available at libraries or through used book dealers.





MIKADO 625 WORKS A PASSENGER EXTRA UP THE 2.5% IN CRAWFORD NOTCH IN THE 1940's. MEC PHOTO

MAINE CENTRAL

Steam locomotives

by Jim Boyd

Somebody once called the Maine Central a "Ten Wheeler railroad", and on the eve of dieselization in the late 1940's, the 4-6-0 was, indeed, the most numerous wheel arrangement on the roster. They pulled mixed trains over branches into timber country, occasionally lent their 31,000 pounds of tractive effort as helpers through Crawford Notch, and generally scurried about handling just about any task the railroad needed to have performed. A couple dozen 2-8-0's of similar World War I vintage complimented the 4-6-0's on the road's less urgent assignments and left the "big power" to take care of the varnish and main line hotshots. "Big power" on the MEC meant a USRA Light Mikado or a Pacific designed within the first decade of the century—with the exception of eight drag-era 2-10-2's acquired from the B&M and *two* Hudsons.

The last new steam locomotives bought by the MEC were Baldwin 4-6-4's riding the same 73-inch drivers that were standard on the Pacifics and sporting boosters on their Delta trailer trucks. The passenger business was an important part of MEC railroading in the years between the two World Wars, and it's interesting to note that the MEC's only real initiative in motive power development came in the form of the Hudsons and two previous classes of "Big C" Pacifics.

MEC power was generally clean of line with conventional appliances, good overall balance and modest proportions. The four-wheel trailer truck and handsomely angled cab on the Hudsons were the only deviations from conservative pre-USRA design. The Ten Wheelers, Consolidations and early Pacifics were all rather slender and high-set, with either a straight or gently contoured boiler. Visor-less headlights were centered on a graphited smokebox, and tenders of traditional proportion rode on nothing but four-wheel trucks. The power was often elderly, but it was reliable and well cared for.

At the turn of the century, the rugged climb through Crawford Notch was in the care of 4-6-0's, and in 1912 the MEC acquired four compound 2-6-6-2's from the B&M with hopes of conquering that railroad once and for all. They soon found out why the B&M was willing to let go of two-year-old locomotives. Built for the Hoosac Tunnel grade, the Mallets were built originally as oil burners, but they were converted to coal—and required *two* firemen!

Mikados were to become the standard power through the Notch, beginning with the Class S engines of 1914 (very similar in size and proportion to Southern Railway's 4501) and the "government engines" of 1919. Mikados 621-626 were genuine USRA engines that wore the big U.S. on their tenders when first put into service on the New Haven. In an article in the *R&LHS Bulletin 108* of April 1963, C.F.H. Allen relates that the MEC Superintendent of Motive Power rather strongly disliked the USRA engines, and when they arrived in Waterville they were placed directly into storage. The MEC hadn't ordered them and didn't want them. A shopmen's strike in 1922 first caused them to be put into service, and they were used only when absolutely necessary until 1930 when that particular superintendent retired—well after the delivery of six heavier 2-8-2's of the MEC's own design. The USRA's soon proved themselves to be the best-liked of the road's three classes of Mikados, except when they were handled by a fireman who was unfamiliar with their Duplex stokers (GTW USRA Mike 4070 has had exactly the same problems in recent years on fan trips when the "different" Duplex has gotten the best of an otherwise experienced fireman).

Those last big MEC Mikes, the S-2's, were delivered with boosters and Elvin stokers, and many of the older S Mikados were subsequently equipped the same way. The Elvin stokers were ultimately replaced with Standard stokers, and about half of the fleet got the boosters—although the USRA engines kept their Duplex stokers and never got boosters. Ironically, it was the non-booster engines that generally worked the Crawford Notch grades.

The Mallets were completely displaced by the late 1920's and scrapped, although the 1203 managed to hang on until 1935. It was two years later, 1937, when the MEC got the first three 2-10-2's from the B&M. Rather than using them on the Mountain

Steam Locomotive Roster

Number	Type	Class	Builder	Drivers	T.E.	Notes
114	4-6-0	G-3	Brooks 1898	57″	19,700	Waterville Shop engine
141, 144, 147	4-4-0	H	Manchester 1905, 1907	62″	19,200	Gone by 11/42
161-164, 166	0-6-0	K-5	Alco/Sch. 1909, 1912	51″	31,200	
167-174,177-180	0-6-0	K-8	Alco-Sch. 1916-1920	51″	37,000	
175-176	0-6-0	K-9	Paterson 1919	51″	39,100	USRA design
189	0-6-0	K-10	Cooke 1924	51″	24,400	From S.D. Warren 1929, to Rock of Ages 1950
199	0-8-0	J-1	Alco-Sch. 1922	52″	50,060	B&M 617 to MEC in 1946
246-248	2-6-0	M-5	Schenectady 1897	57″	25,000	247 survived to 1943
351-363	4-6-0	O	Alco/Sch. 1903-1905	63″	31,000	
364-372	4-6-0	O-1	Alco/R.I. 1906	63″	31,000	
373-382	4-6-0	O-2	Baldwin 1907-1908	63″	31,000	
383-390	4-6-0	O-4	Lima 1923	63″	31,000	
400-412	4-6-0	O-3	Alco 1918-1920	67″	32,700	"Big O's"
450-457	4-6-2	C	Alco/Sch. 1907-1911	73″	32,000	
458-462	4-6-2	C-1	Alco/Sch. 1912-13	73″	32,000	
463-465	4-6-2	C-2	Alco/Sch. 1914	73″	32,000	
466-468	4-6-2	C-3a	Alco/Sch. 1917	73″	37,700	"Big C's" Stoker and booster applied later
469-470	4-6-2	C-3b	Alco/Sch. 1924	73″	36,500	"Big C's" Delivered with stoker and booster, 470 preserved.
501-528	2-8-0	W	Alco/Sch. 1910-1914	63″	37,000	501, 519 at Steamtown.
601-620	2-8-2	S	Alco/Sch. 1914-1918	63″	51,200	
621-626	2-8-2	S-1	Alco/Sch. 1919	63″	54,600	USRA Light Mikados Duplex stokers
627-632	2-8-2	S-2	Alco/Sch. 1924	63″	54,000	Delivered with boosters and Elvin stokers
651-658	2-10-2	A	Alco/Sch. 1920-1923	61″	71,300	Ex-B&M, to MEC 1937
701-702	4-6-4	D	Baldwin 1930	73″	41,300	Delivered with booster and stoker
1201-1204	2-6-6-2	X	Alco/Sch. 1910	61″	61,860	Ex-B&M 1291-1294 to MEC 1912, Scrapped 1929-1935

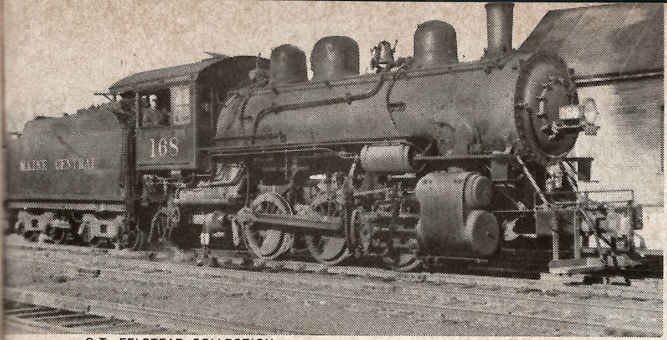
PORTLAND TERMINAL COMPANY

Number	Type	Class	Builder	Drivers	T.E.	Notes
821-822	0-6-0	K-5	Alco/Sch. 1910	51″	31,200	Ex-MEC 165-166 sold 1945, 1943, resp.
824-829	0-6-0	K-6, K-7	Alco 1912-1913	51″	31,200	
830-835	0-6-0	K-8	Alco/Sch. 1917-1920	51″	37,000	
851-852	0-8-0	J	Alco/Sch. 1916	58″	49,500	Ex-B&M 600-601
702	4-6-4	D	Baldwin 1930	73″	41,300	Ex-MEC 702 in snow-melter service 1951-1955.

C.W. JERNSTROM

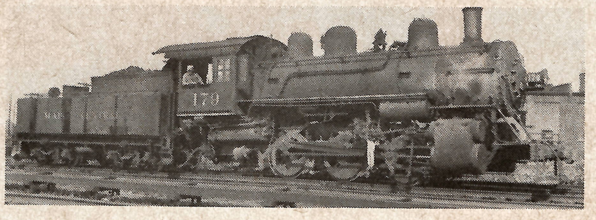
367
MAINE CENTRAL

CLASS O-1 4-6-0 367 AT CANTON, ME., AUGUST 1940.

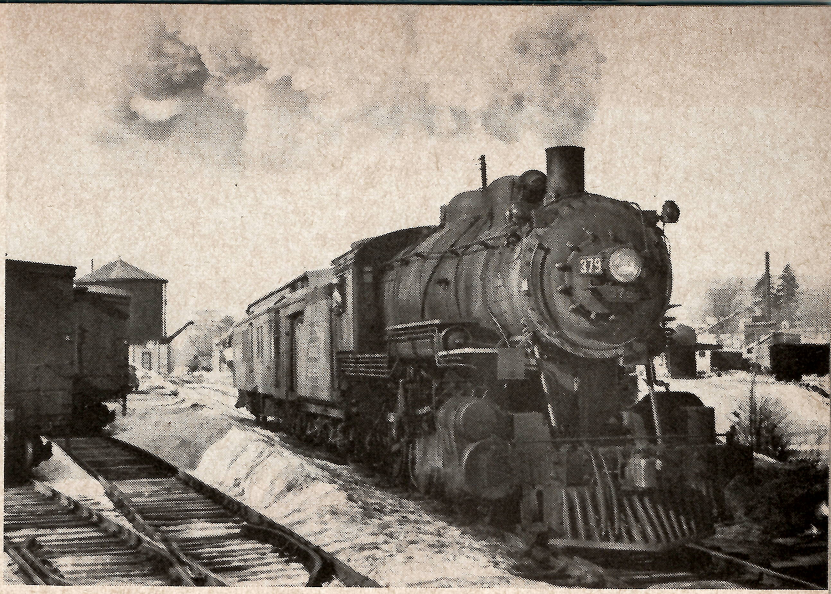

MAINE CENTRAL
168

C.T. FELSTEAD COLLECTION

R. GRAY, C.T. FELSTEAD COLLECTION



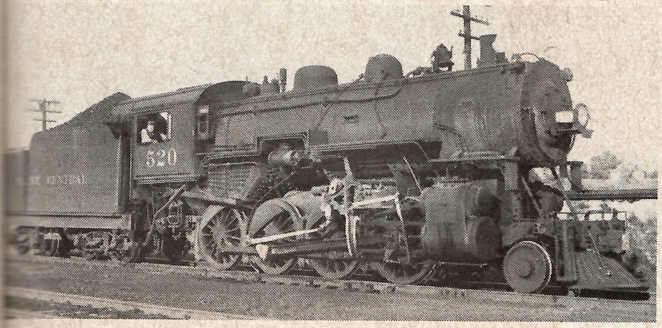
THE CLASS K-8 0-6-0'S were typical of MEC switchers. Both of these were photographed at Rockland: 168 on Dec. 21, 1941, and 179 in August 1948. Note the different tenders on these two.

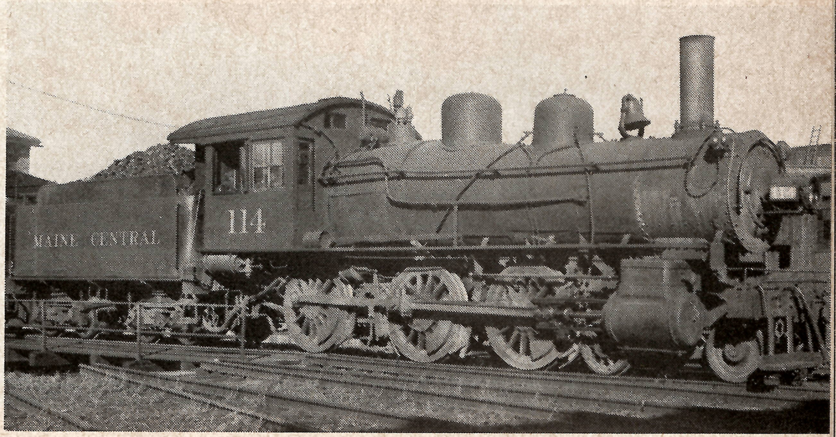


DAVE ALBERT COLLECTION

ON LOAN TO THE StJ&LC, Class O-2 4-6-0 379 headed a mixed out of Morrisville in 1948. The Class O, O-1, O-2 and O-4 were similar but not identical 63″-drivered 4-6-0's. G-3 4-6-0 114 was the Waterville Shop engine; here Nov. 24, 1941.

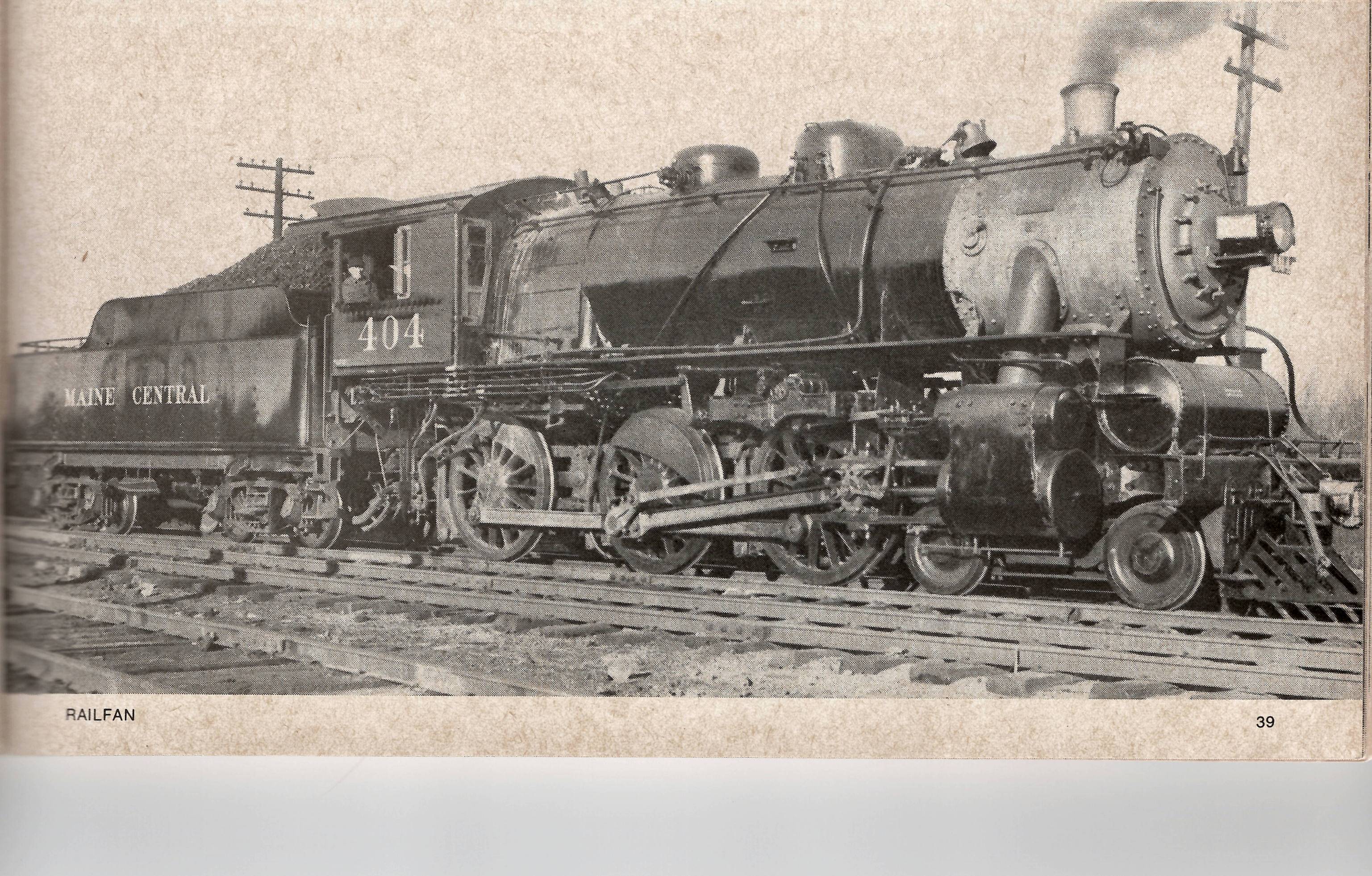
CHARLES T. FELSTEAD


MAINE CENTRAL
520

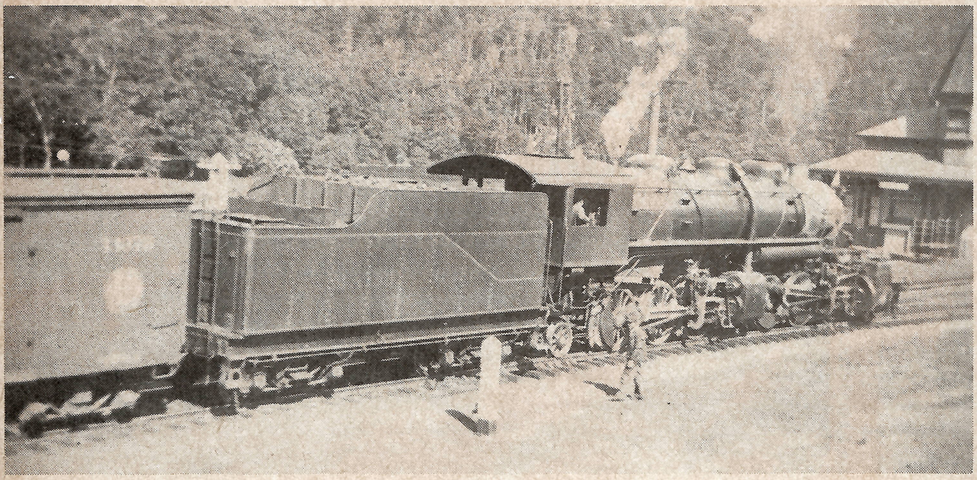

MAINE CENTRAL
114

THE 28 CLASS W'S were MEC's only 2-8-0's. 520 was shot at Rigby on Sept. 10, 1947. The "Big O's", the 67″-drivered Class O-3, were MEC's largest 4-6-0's. 404 was at Rigby, March 29, 1942.

ABOVE AND BELOW: R.E. CHAFFIN, C.T. FELSTEAD COLLECTION

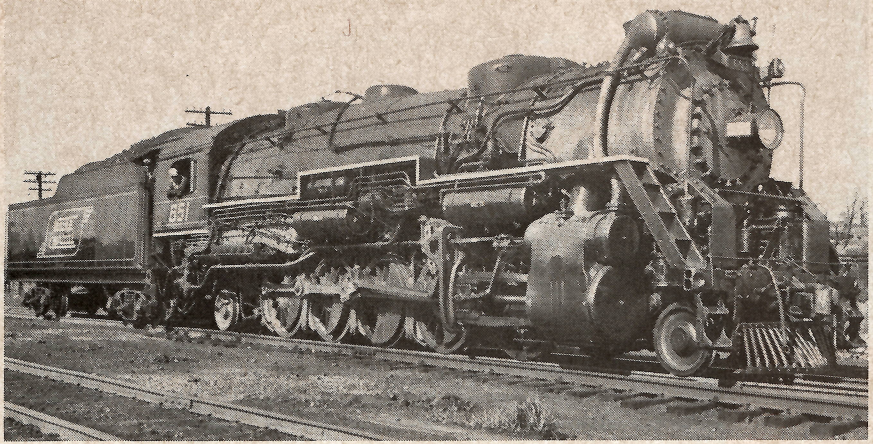

404
MAINE CENTRAL

HENRY O. PREBLE COLLECTION

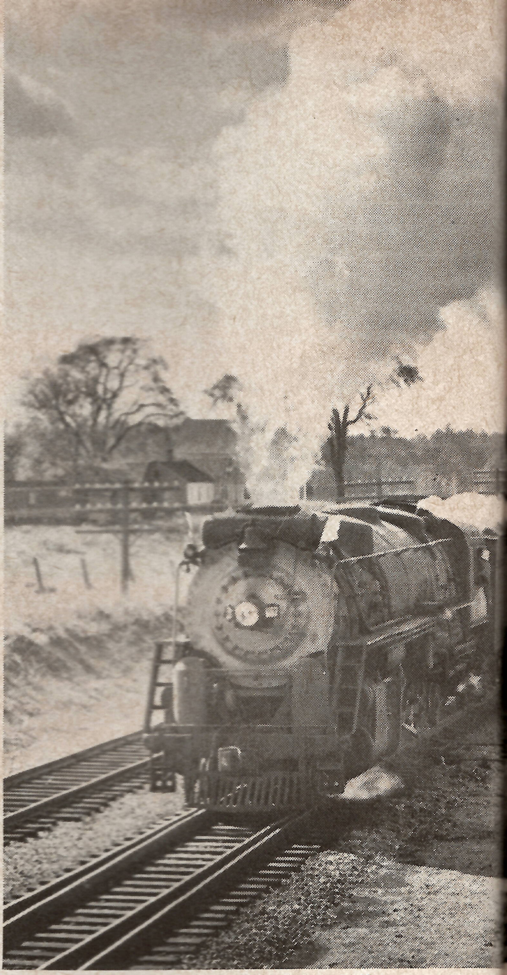


FOUR CLASS X 2-6-6-2'S came to MEC from B&M when Hoosac Tunnel was electrified and spent most of their time on the Mountain Subdivision. 1204 was photographed at Crawford Notch in 1912.

C.T. FELSTEAD COLLECTION



EIGHT CLASS A "SANTA FE'S" came from the B&M after 1937. 651-653 and 657 had Elesco feedwater heaters, like 651 at Portland on Aug. 11, 1947, and 652 (**right**). 654 and 658 (**below** at Rigby, Nov. 18, 1940) had Coffin systems, while 655 and 656 had Worthington pumps on left side.

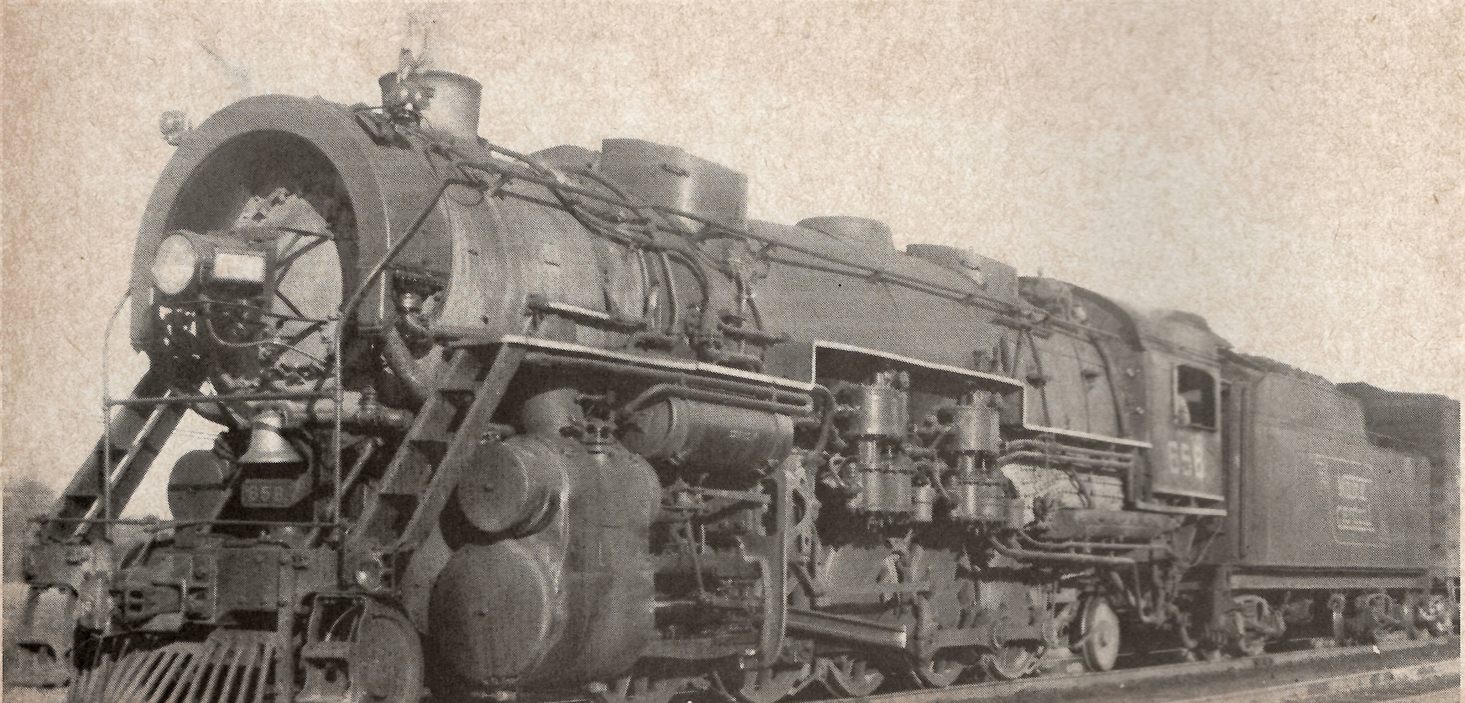


2-10-2 652 ON POTATO TRAIN AT RIGBY, EARLY 1950'S.

Subdivision, the "Santa Fe's" found a home on the Portland-Bangor main line, and ultimately eight of the engines found their way onto the MEC roster.

The 2-10-2's were a rather uncharacteristic class of engines for the tidy and traditional MEC. They were ungainly and hulking beasts that appeared to overpower their own undersized but busy-looking running

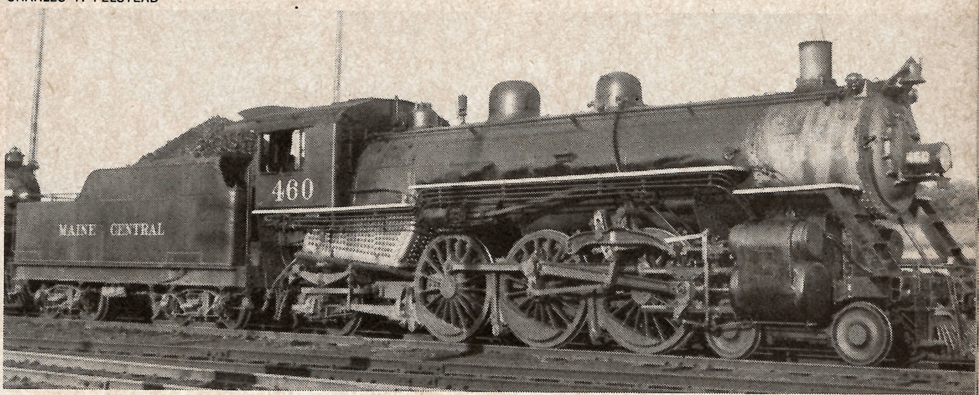
A. HALE, C.T. FELSTEAD COLLECTION



MEC PHOTO

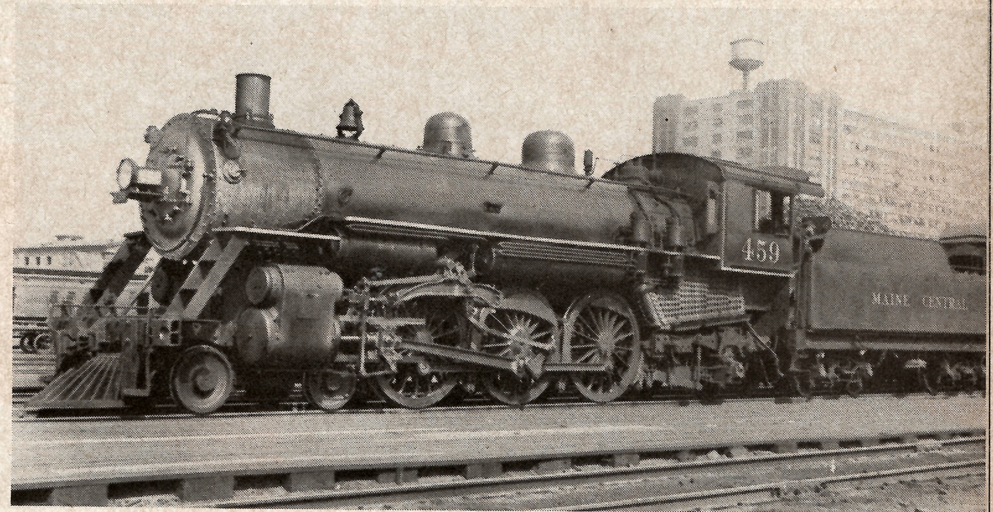
gear that seemed to keep their drooping firebox from dragging on the ground only by the grace of a rather naked inboard-bearing trailer truck that looked like a designer's afterthought. The first three engines and the seventh (651-653 and 657) wore a neatly bundled Elesco feedwater heater, while the fourth and last (654 and 658) squinted at the track from under a Coffin heater. The two

CHARLES T. FELSTEAD



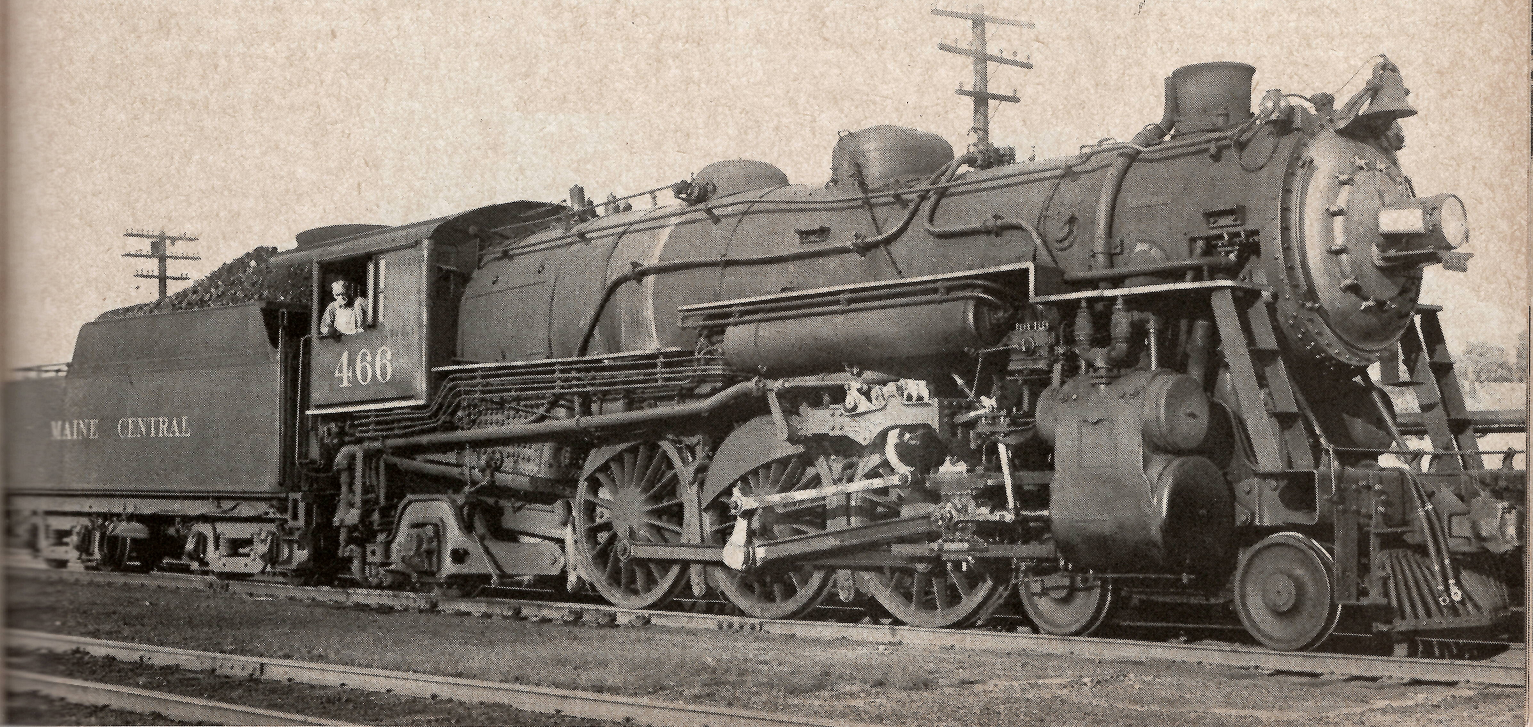
SIXTEEN LIGHT PACIFICS, Classes C, C-1 and C-2, were the mainstay of MEC's passenger power. The 73"-drivered Alcos varied slightly in details over the years as evidenced by 459 (**below**), shown on an MEC/B&M pool train in Boston on August 2, 1939, with its big pilot and Pyle headlight, compared to 460 (**above**) at Rigby on Sept. 10, 1947, with steel pilot and different headlight.

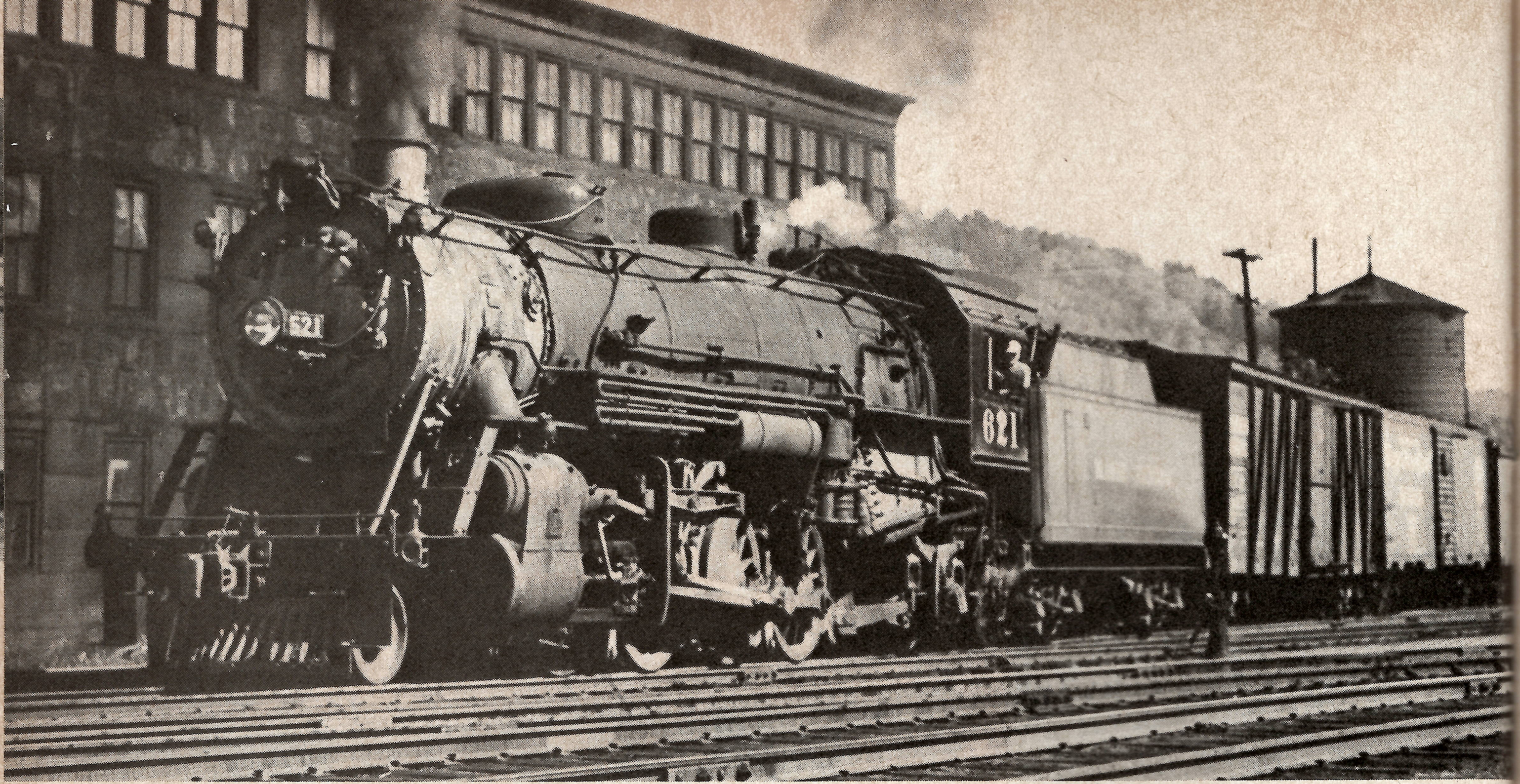
C.T. FELSTEAD COLLECTION



THE "BIG C" PACIFICS arrived in two groups, C-3a's 466-468, which were delivered in 1917 without stokers or boosters but were later fitted with them (as shown on 466 at Rigby on Sept. 10, 1947), and C-3b's 469 and 470, delivered in 1924 fully equipped. The 470 is preserved at Waterville.

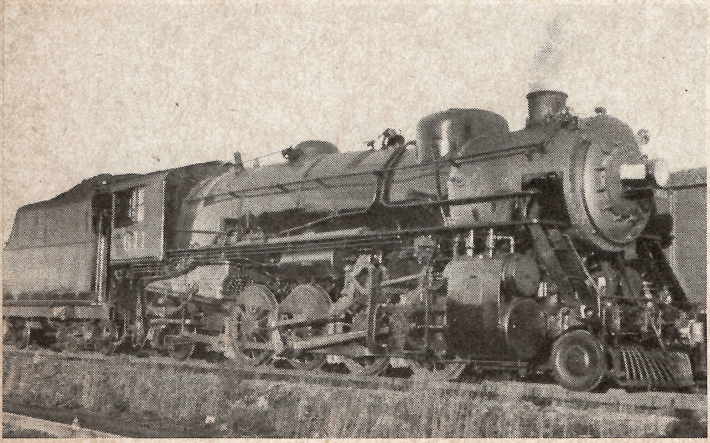
CHARLES T. FELSTEAD





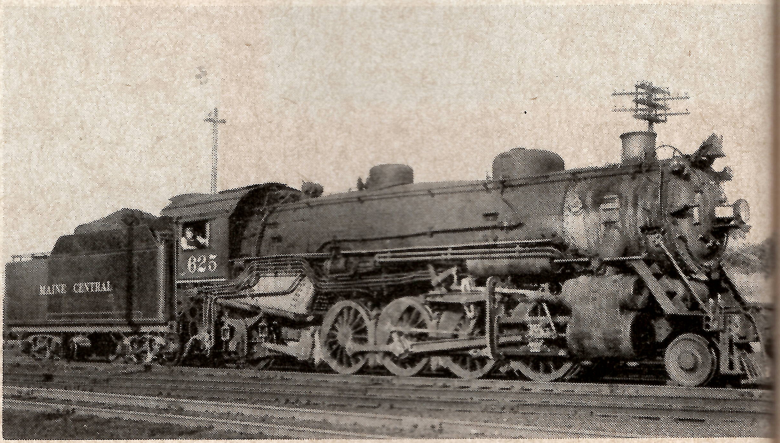
USRA MIKADO 621 DEPARTS ST. JOHNSBURY, BOUND FOR PORTLAND WITH 54 CARS ON TRAIN 375 IN 1946. DAVE ALBERT COLLECTION

R.E. CHAFFIN, C.T. FELSTEAD COLLECTION



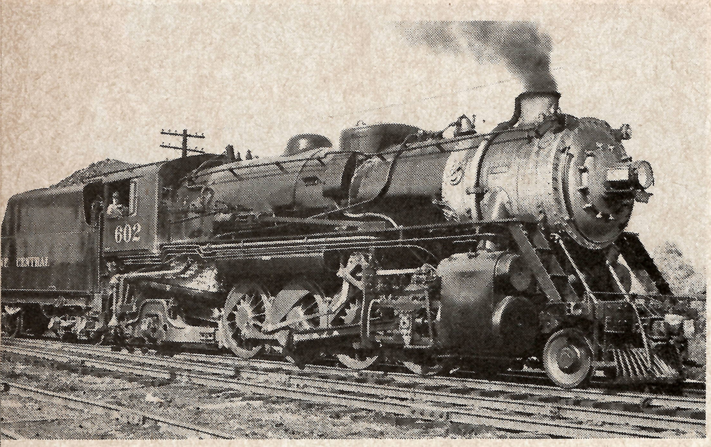
THE CLASS S MIKADOS began arriving in 1914 and saw many modifications in their years. 611, shown at Rigby on October 24, 1941, carries a Coffin feedwater heater hidden inside its smokebox.

CHARLES T. FELSTEAD



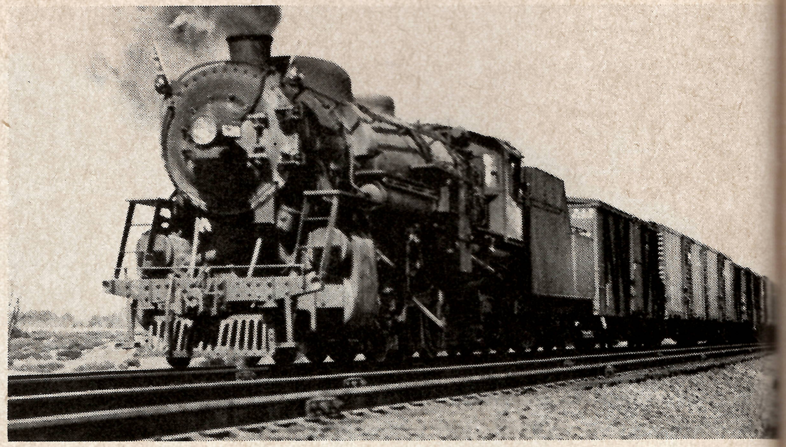
THE USRA MIKADOS were initially shunned by the MEC management, but when they were eventually put to work they became the favorites. They saw much service on the Mountain Sub. 625 is shown at Rigby on September 10, 1947.

R.E. CHAFFIN, C.T. FELSTEAD COLLECTION



HEAVY MODIFICATIONS were made to many of the Class S Mikados. The 602, shown at Rigby in March 1941, got the full booster and stoker treatment. It developed 60,400 lbs. T.E. with booster.

DAVE ALBERT COLLECTION



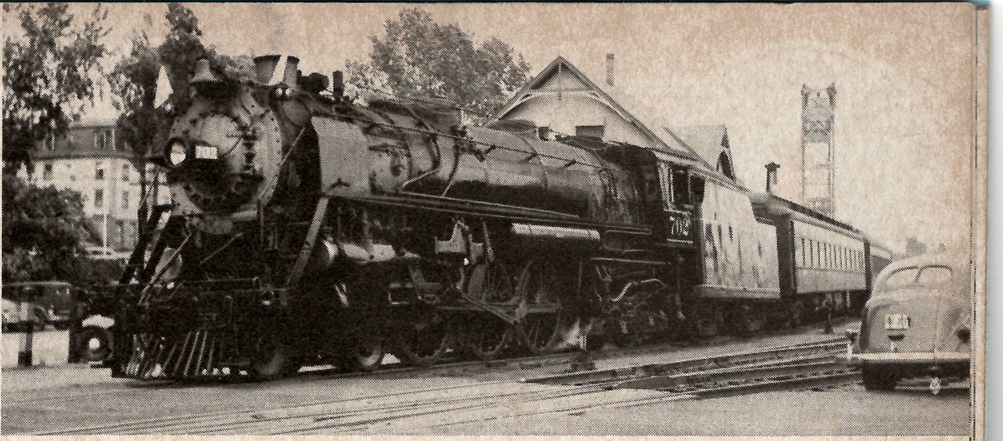
THE BIG S-2 MIKES were the MEC's own design and were delivered with boosters and stokers. Leaving the Mountain Sub to the USRA engines, the other Mikes worked the Bangor-Portland main line, as 628 does here in 1940.

remaining engines (655 and 656) had Worthington heaters.

Yard jobs on the MEC were entrusted to a fleet of 0-6-0's that carried their headlights in the center of their smokeboxes just like road engines. Those that survived the purge of older power in the Depression and the coming of the high hood Alco diesels in the late 1930's were generally the World War I era engines of conventional design and moderate size—although you could still find some inside valve motion and an occasional pair of Fox trucks under the tenders after World War II. The B&M sent its 617 north in 1946 to become the MEC's only 0-8-0, No. 199, although the Portland Terminal had an earlier pair of ex-B&M eight-wheelers.

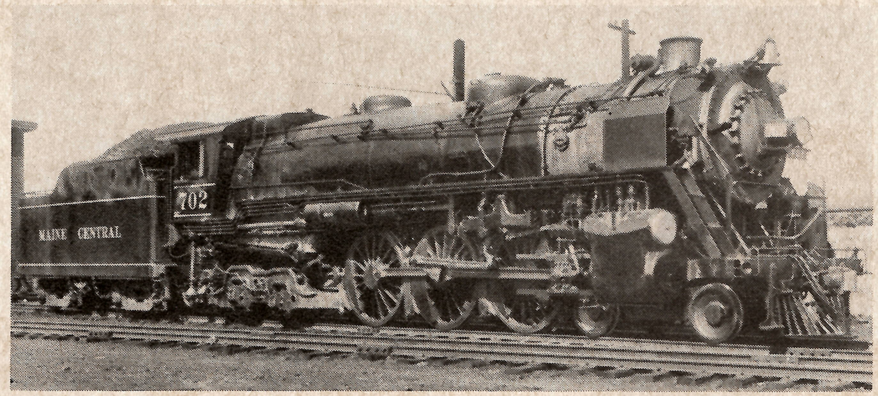
Steam exited gracefully from the MEC in the early 1950's, with a fair sampling of almost every class of steamer in service right up until the end. A look at the dates on the diesel roster tells the story as the postwar delivery schedules for Alco road switchers, EMD F3's, E7's and GP7's nudged the steamers off the ready tracks.

The MEC gave steam a fitting farewell with an excrusion on June 13, 1954, by running Pacific 470 from Portland to Bangor and return. The engine was then donated to the City of Waterville for permanent display. The spirit of the MEC is evident in the inscription that was marked into the official Mechanical Department diagram book on the page outlining 470's specifications: "This loco is retained as a permanent monument to the days of steam." That monument stands today at the south end of the Waterville Yard.



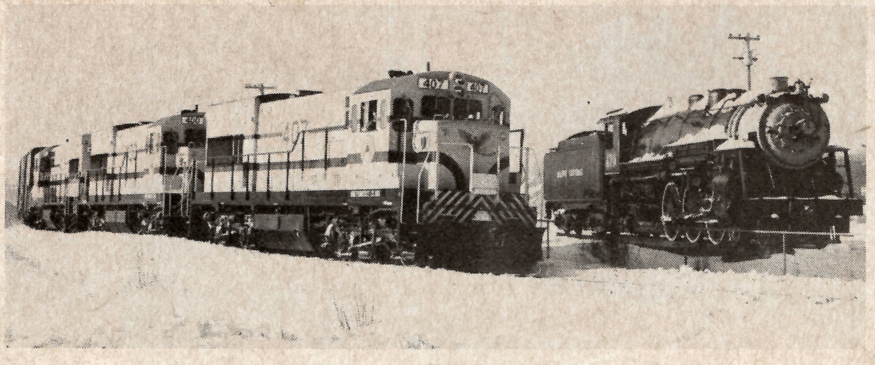
HENRY O. PREBLE

THE LAST NEW STEAM ENGINES bought by the MEC were two handsome Hudsons built by Baldwin in 1930 with boosters and stokers. The 702 was photographed (**above**) on a passenger extra at Bath on June 28, 1941, and at Rigby (**below**) on June 20, 1942. 702 became a PT Co. snow-melter.



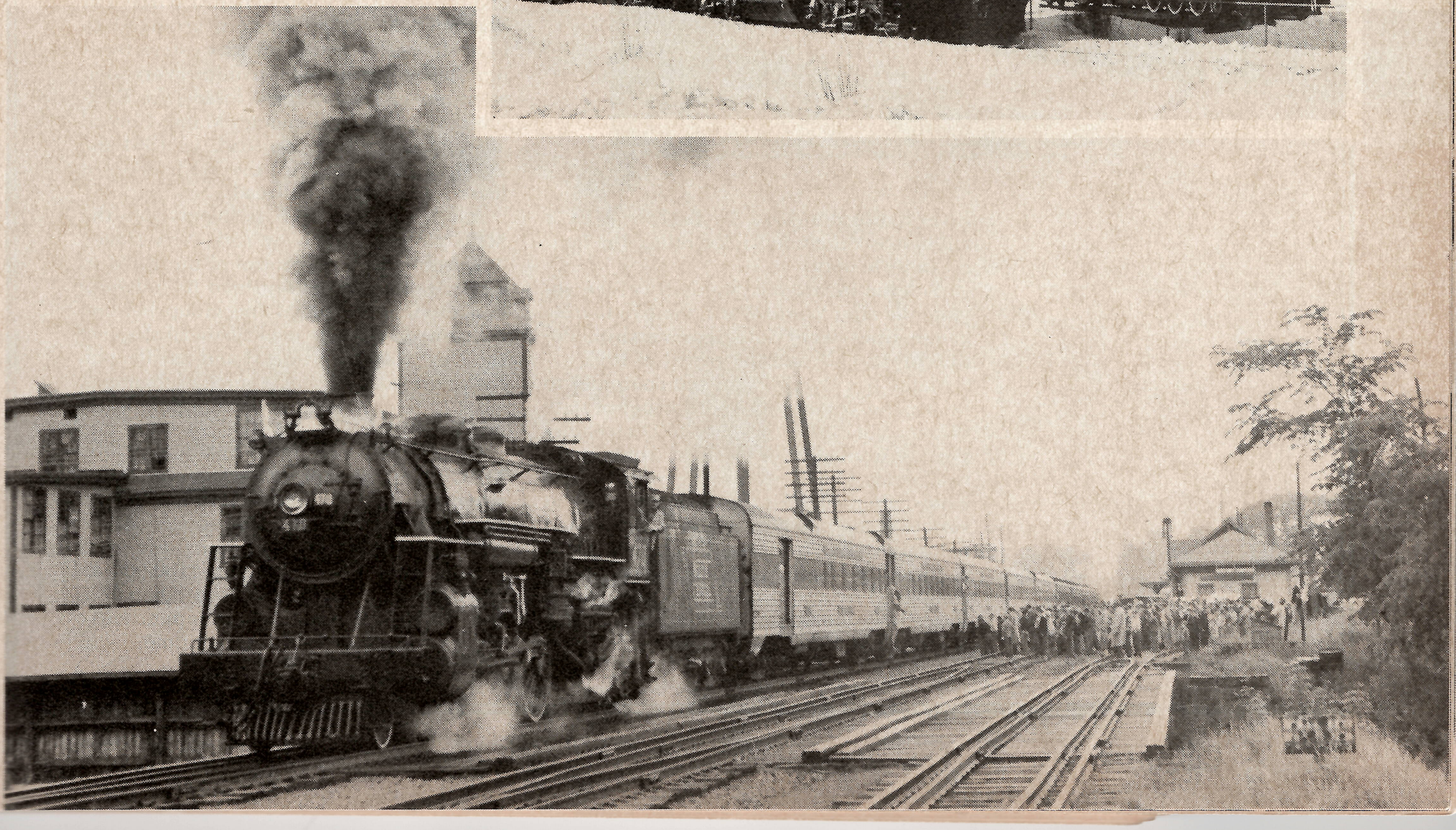
R.E. CHAFFIN, C.T. FELSTEAD COLLECTION

RONALD N. JOHNSON



JUNE 13, 1954, was the date of the last run of steam on the MEC. Pacific 470 did the honors on the trip from Portland to Bangor and return. It's shown here leaving Newport Junction on the run to Bangor. The 470 was then preserved and put on display at the Waterville depot, but it was later moved to its present site (**right**) at the south end of the Waterville yard.

DAVE ALBERT COLLECTION



History highlights

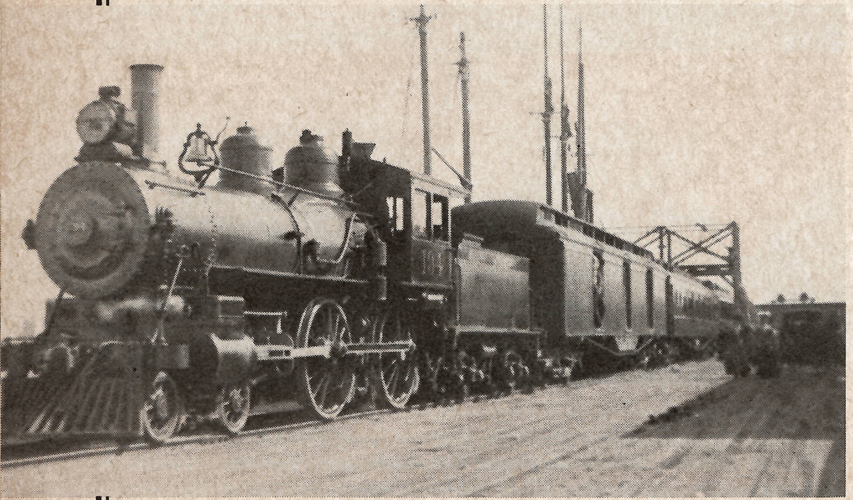
by Ron Johnson

A variety of endeavors ranging from two-foot gauge railroading to an airline have been part of the Maine Central's lavish history. It speaks strongly today of the benefits of "independence" from years of experience of various times under the control of the Boston & Maine and New Haven.

Although ultimately composed of over 50 separate railroads, three major lines were the ingredients of the basic Maine Central system. The Maine Central Railroad Company became a corporate entity on October 28, 1862, through the consolidation of the Androscoggin & Kennebec Railroad, extending from Danville Jct. where it connected with the Atlantic & St. Lawrence (now Grand Trunk) to Waterville and Bangor. This 105-mile stem became the MEC's present "Back Road". The Androscoggin & Kennebec's rival was the Kennebec & Portland, stretching from Waterville to Portland via Augusta and Brunswick. It was acquired by the MEC in 1870 and now is known as the "Lower Road." (See July '78 RAILFAN for today's operations on these two lines.)

During the late 1800's and early 1900's the MEC continued to acquire and lease other railroads, including two narrow gauge empires: the Sandy River & Rangley Lakes Railroad in 1911 and the Bridgeton & Saco River Railroad in 1912. By 1917 the MEC's rail network included 1,358 miles, the largest in its history.

BRUCE D. FALES, R.N. JOHNSON COLLECTION



4-4-0 194 AT MAINE CENTRAL WHARF IN ROCKLAND, OCTOBER 1904.

With the increasing popularity of the automobile after World War I, the two narrow gauge lines went into receivership, the SR&RL in 1923 and the B&SR in 1927.

Maine has always been and continues to be a popular vacation spot for out-of-state visitors, but during the early 1900's wealthy persons from all over the East would make use of MEC rail passenger service and would often stay for the entire summer at various resort hotels throughout Maine. As a natural extension of its rail services, MEC acquired two summer resorts which were connected by rail, the Mount Kineo House located on the shore of Moosehead Lake, acquired in 1911, and the Samoset Hotel located in Rockland, added in 1912 as a result of purchasing the capital stock of the Ricker Hotel Company. These hotels continued to flourish for over 25 years under the management of the Ricker Hotel Company. Declining patronage eventually forced the closing of both in the years shortly before World War II.

In 1925 the Ricker Hotel Company was renamed the SamOset Company, which established a separate division called "Transportation Lines" for the operation of buses and trucks. In 1932 the Maine Central Transportation Company was formed to operate the bus service. Bus routes in central and southern Maine helped the railroad eliminate unprofitable passenger train runs. This company was sold to Greyhound Corporation in 1956 when mounting deficits made the move necessary.

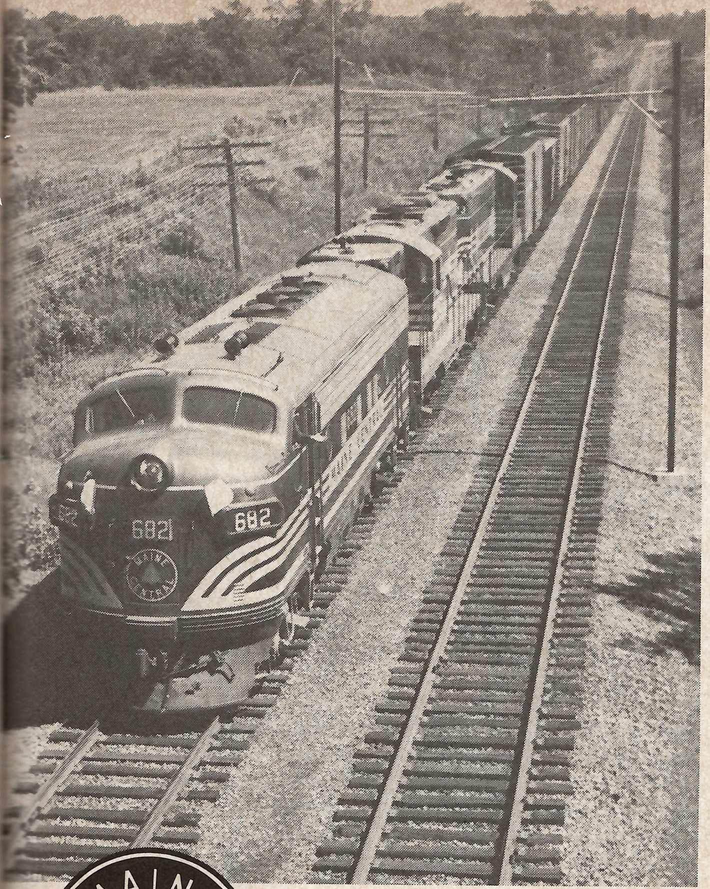
In the slower paced days of the past, the MEC got involved with water transportation in the form of a fleet of coastal steamers which plied the waters between Portland, Rockland, Mt. Desert, Bar Harbor and Machiasport. By 1931 the steamer fleet had been retired due to falling patronage. Until a combined rail-highway bridge was built between Bath and Woolwich in 1927, the Rockland branch used a car ferry to cross the Kennebec River.

In 1933, when the MEC was managed by the B&M, an airline route was started between Boston and Bangor under the name Boston-Maine Airways, Inc. It was renamed Northeast Airlines in 1940 and later acquired by the Atlas Corporation. The MEC greatly reduced its holdings in Northeast Airlines in 1943 because of the Civil Aeronautics Board's refusal to grant a route expansion to a railroad.

Although built by Maine interests, MEC has several times in the past been managed by out-of-state companies. In 1871 Maine Central's connection to the west was the Portland, Saco & Portsmouth, which was under lease to the Eastern Railroad based in Massachusetts. The Eastern arranged to have the MEC handle all its western business, but as a result of this contract very soon went broke. To stop these losses, the Eastern then purchased enough Maine Central stock to control the railroad. In 1884 the B&M gained control of the MEC when it leased the Eastern Railroad.

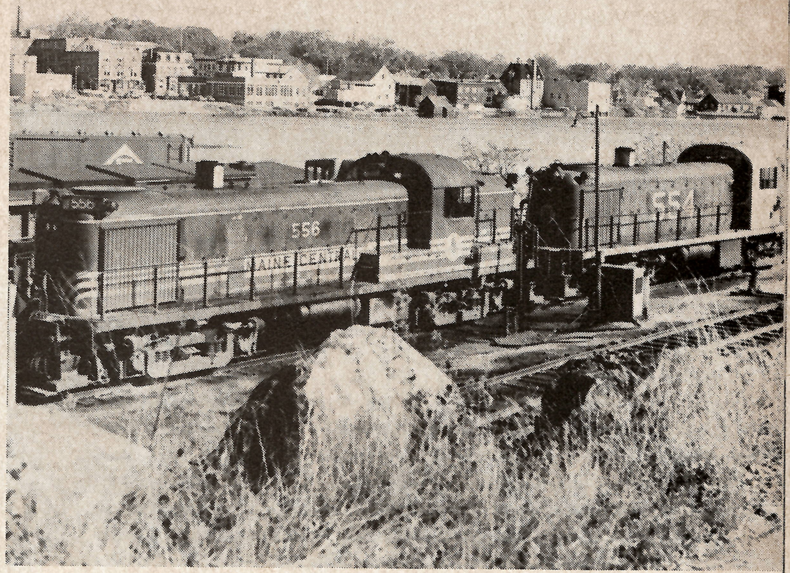
Another railroad got its fingers into the MEC pie when the New York, New Haven & Hartford secured control of the B&M in 1907. Maine Central regained its independence when a local Maine group became concerned about the poor financial shape of the New Haven and B&M and its affect on their railroad. The group purchased enough stock to return the railroad to Maine interests in 1914.

Under a "Cooperative Agreement" the MEC again came under B&M management when the two railroads combined operations in 1933. The idea was supposedly to trim operating expenses, but the annual savings were never more than $100,000. In 1955, the MEC completed a separation from the B&M and has been independently owned and managed since that time.



MEC PHOTO

RONALD N. JOHNSON



First generation diesels

THE MAINE CENTRAL DIESELIZED after World War II with the traditional mix of EMD cabs, Geeps and switchers, along with a big batch of Alco switchers and a few road switchers to keep things interesting. Prior to the split with the B&M in 1953, MEC diesels were painted in the B&M maroon scheme, but thereafter they were given the same styling in MEC green and yellow. The 682 (**left**) is a late-model F3 and is shown with two GP7's (one with and one without dynamics) on freight B-12 near Portland in the 1960's. RS3 556 (**above**) was one of the first units to be delivered new in the MEC green. In this scene at Calais on October 7, 1974, its companion RS2 554, originally maroon, was wearing an experimental scheme of dark green with a yellow cab. The MEC still works many branches with its EMD switchers, but the Beecher Falls Mixed (**below**) is long gone. On May 14, 1955, maroon SW7 332 was southbound at Columbia Bridge, N.H.

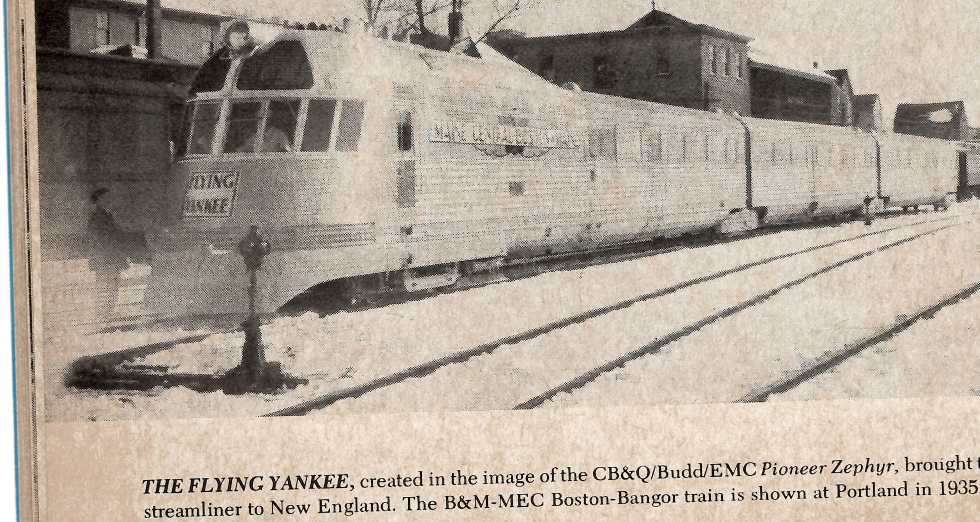
JIM SHAUGHNESSY

MAINE CENTRAL
332

Passenger service

by Ronald N. Johnson and Jim Boyd

TED GAY, R.N. JOHNSON COLLECTION



THE FLYING YANKEE, created in the image of the CB&Q/Budd/EMC *Pioneer Zephyr*, brought the streamliner to New England. The B&M-MEC Boston-Bangor train is shown at Portland in 1935.

The only evidence you'll find today of Maine Central passenger service is a few rural depots and a smattering of heavyweight coaches converted for work train duty. The last MEC passenger train the *Gull*, departed Vanceboro at 11:30 p.m. on September 5, 1960, although the Canadian Pacific's *Atlantic Limited* still uses the joint MEC/CP trackage between Vanceboro and Mattawamkeag and is the only passenger train left in all of Maine.

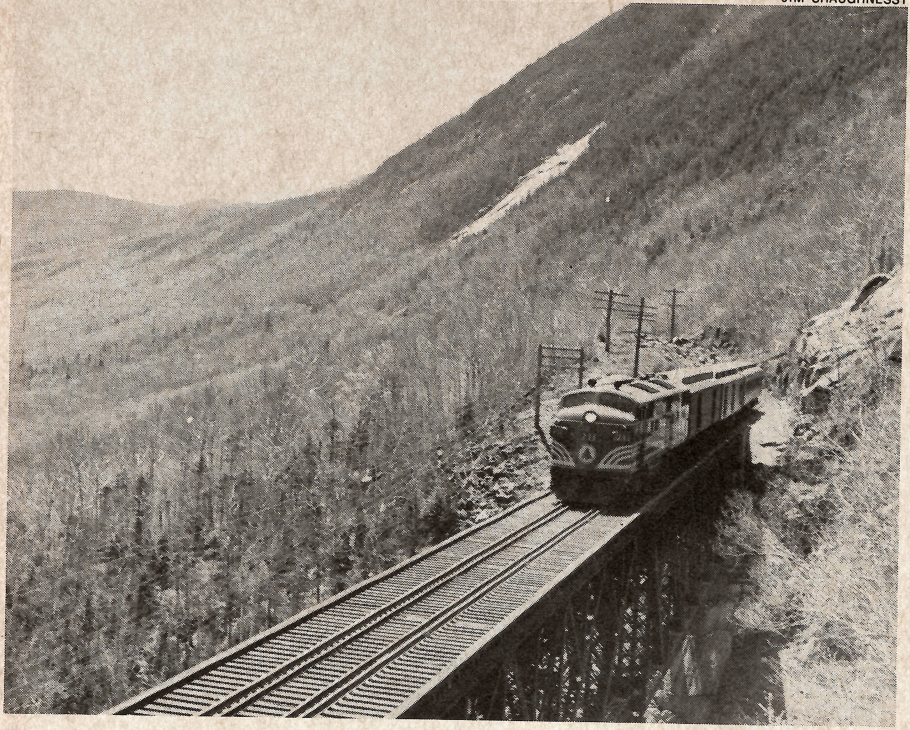
At one time, however, the entire MEC system had passenger service and Pullmans were available to such points as Vanceboro, Calais and even via a Bangor & Aroostook connection to Presque Isle. Branch lines that didn't get a full-fledged passenger train would provide mixed service that made reasonable connections main line trains.

Since much of the road's passenger business came from points south of Portland, close connections with B&M trains in Portland's huge trainshed were a way of life. After the "Cooperative Agreement" of 1933, many MEC trains pooled B&M power and equipment and operated directly through from Bangor and other points to Boston.

Tourists were a very large part of the MEC's business, and, in addition to the regular service, through trains originating from as far away as Washington, D.C., would run on summer-only schedules to points on the MEC. Probably the most famous of these was the *Bar Harbor Express*, which would pick up Pullmans at Washington, Philadelphia and New York and carry them via the PRR, NYNH&H, B&M and MEC to Mt. Desert Ferry, below Ellsworth. A 1955 timetable shows the *Bar Harbor* running on

H.P. STEARNS, DAVE ALBERT COLLECTION

JIM SHAUGHNESSY



THE PORTLAND-ST. JOHNSBURY TRAINS, Nos. 162 and 163, were a railfan's delight to ride and photograph. In 1946, Pacific 462 headed up Train 163 near Fabyans with the usual milk car picked up at Quebec Jct. off the Beecher Falls branch. On May 15, 1955, E7 711 was heading 162's consist (**above**) upgrade through Crawford Notch. In the brilliant maroon, yellow and silver of one of LaGrange's more spectacular color schemes, MEC E7's 705 and 706 are departing Portland Union Station (**below**). The scheme was shortlived, however, and all were in the B&M "freight scheme" by 1948.

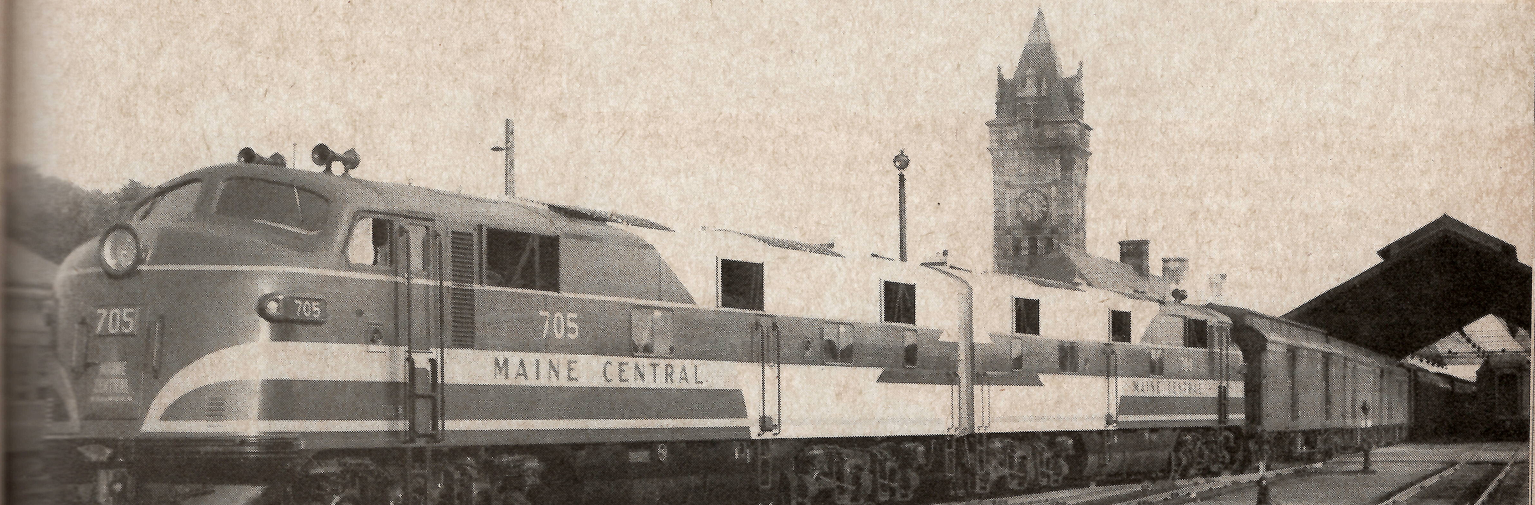
Wednesdays and Sundays from late June into September with through Pullmans from Washington, Philadelphia and New York to Ellsworth and a bus connection to Bar Harbor on the island. It also carried Pullmans from New York and Philly into Rockland Saturday mornings and back Sunday evenings on a special connecting train between Portland and Rockland.

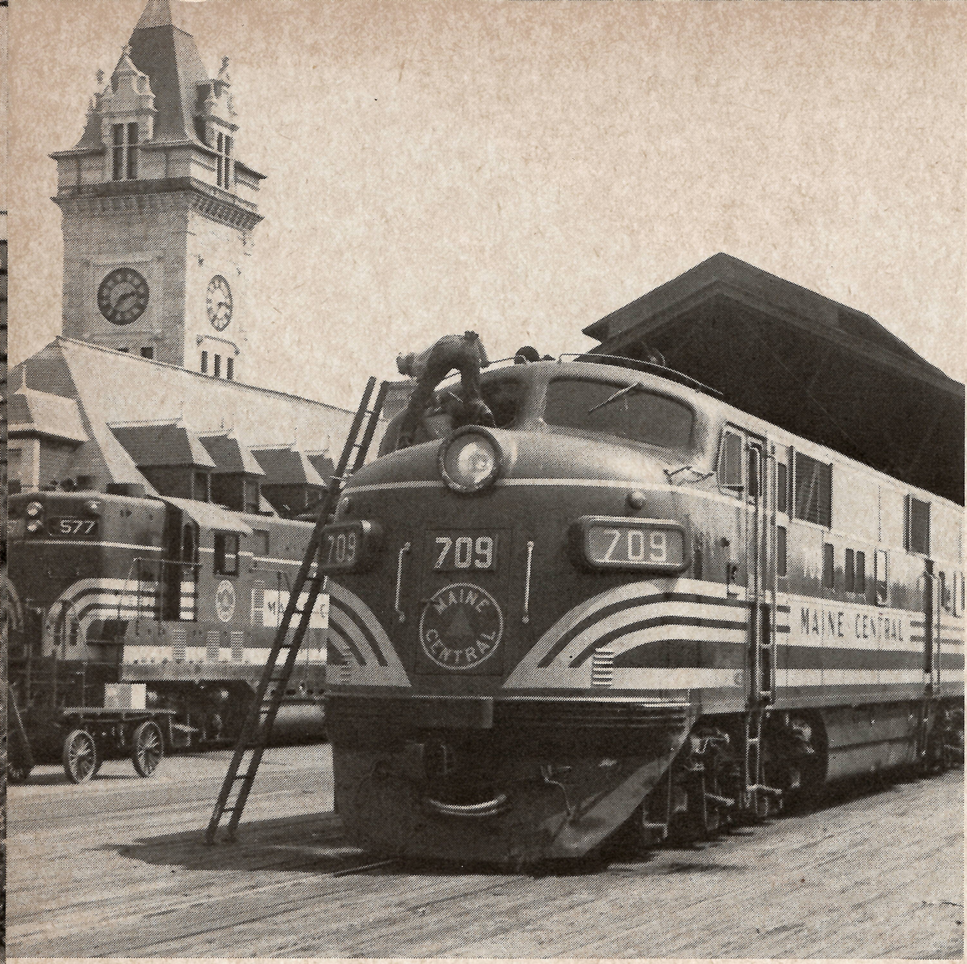
That April 24, 1955, timetable gives a fascinating look at MEC passenger service in its last good years. Daytime service between Bangor and Portland was covered by coach streamliners in the form of the *Kennebec, Pine Tree* and *Flying Yankee,* along with nameless Nos. 1 and 48. The *Penobscot* provided night service betwen Bangor and Portland, and, like the three daylight name trains, ran carried its name and number through to and from Boston.

The *Gull* was the MEC's heavy overnighter with sleepers from Boston to Bangor or Calais; St. John, N.B. (via CPR); and Van Buren, Me. (via Bangor & Aroostook at Northern Maine Jct.). There was a daily-except-Sunday train each way on the Calais branch out of Bangor which carried the Boston Pullman off the *Gull* three days a week. On its east end, the *Gull* advertised direct service via CP and CN to virtually all points on the Canadian Maritime Provinces including Prince Edward Island and the Newfoundland narrow gauge to St. Johns.

The Rockland Branch had two daily coach trains each way in that 1955 timetable, along with the summer-only weekend *Bar Harbor*

MEC PHOTO





MEC PHOTO

PORTLAND UNION STATION was a busy place on June 29, 1955. E7 709, up from Boston on *The Flying Yankee*, was getting its windshields washed as GP7 577 sat nearby on Train 57 for Rockland. Miles Pond, Vt., was a true "flag stop" for Train 163 (**bottom**) in April 1955.

sleepers. The Farmington Branch also had a daylight coach train each way daily between Farmington and Portland, but no Pullmans. There was a daily-except-Sunday train out of Portland in the morning which ran the Mountain Subdivision through Crawford Notch to St. Johnsbury and returned in the afternoon. An additional summer-only schedule called for the B&M *Mountaineer* "Budd Highliner" to run weekends up the B&M North Conway branch from Boston and over the MEC through Crawford Notch to Whitefield and on down the B&M branch to Littleton.

With the Back Road and Lower Road both having substantial passenger traffic, the MEC carefully engineered its schedules to give the maximum possible service to each line. Most of the through trains took the Lower Road via Augusta, but the *Flying Yankee* ran the Back Road via Lewiston in both directions, and the *Gull* ran the line westbound. The Farmington trains made Lewiston connections for two other Boston trains at Portland, and an evening connection for the *Pine Tree* made a run to Lewiston where it laid over and returned in the morning to connect with B&M Train 28 for Boston.

Now, all of this makes good sense and is relatively easy to understand until we mention trains like the *Katahdin, Dirigo, Skipper* and the *Weekender.* The Maine Central ran an *entirely* different schedule on Sundays. Different numbers. Different names. Different times. What purpose this served is hard to say at this point, but it sure made the timetable look busy. Add in all the bus services listed right along with the trains in the timetable—often with little more than a notation "*a*" (*a* = Does not stop at Railroad Sta.) to hint to the unsuspecting traveler that all those figures represented a motor coach, and that 1955 issue was an imposing timetable.

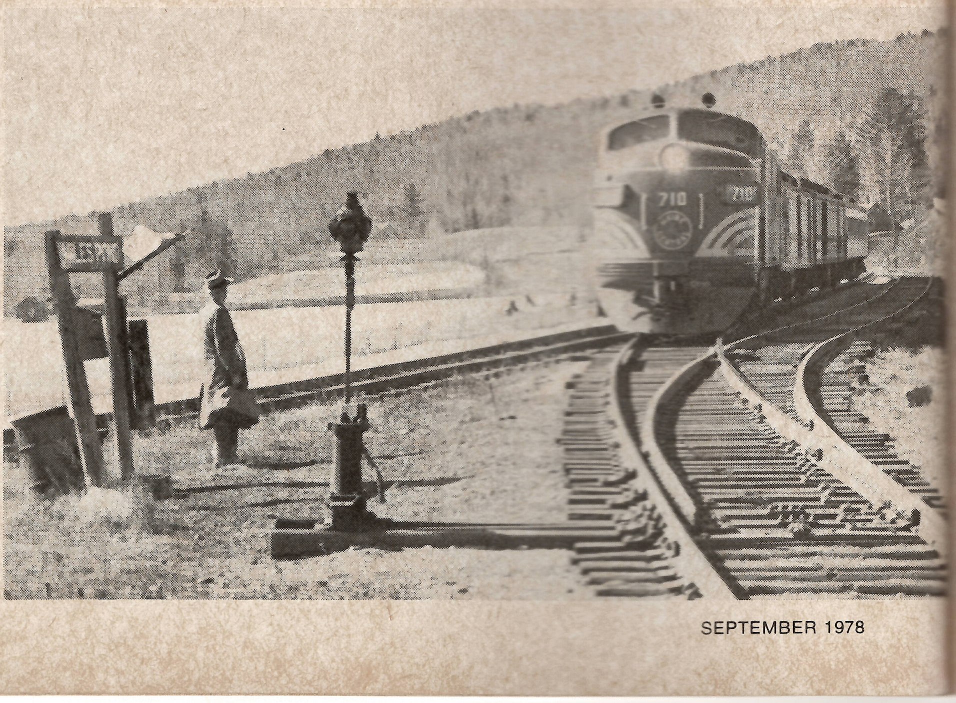
The MEC operated a fine traditional passenger service with heavyweight steam coaches behind Pacifics, Ten Wheelers and two Hudsons until diesels and stainless steel made their debut after World War II—well, not exactly *debut*. The debut of diesel and stainless steel was actually in 1935 when *The Flying Yankee*, a duplicate of the Burlington's *Pioneer Zephyr*, was put into service by the B&M and MEC on a fast Boston-Bangor daylight schedule. The success of the service quickly exceeded the very limited capacity of the three-car articulated, and it was soon replaced by conventional equipment. The shovel-nosed mini-streamliner served the B&M as the *Cheshire* and *Mountaineer* at various times before being preserved at Edaville.

The postwar diesels came in the form of colorful E7's (705-711) and boiler-equipped F3's (671A&B-672A&B) and a dozen lightweight cars each for the MEC and B&M from Pullman-Standard in 1947. But 1944 had already been recorded as the MEC's top year with 3,973,140 passengers, and with the end of gas rationing the automobile began to drain away the traffic. Even with innovative marketing like five-ride tickets between any two MEC points at a 40% discount and new equipment, the passenger business was simply not there. The rich tourists were flying and the common folk were driving their cars.

Getting out of the passenger business as early as 1960 permitted the MEC to avoid most of the pre-Amtrak agonies. The Kansas City Southern bought five of the MEC E7's in late 1963 with great optimism for its passenger service, but within a decade was struggling to rid itself of passenger losses.

In March 1960, six months before its last passenger run, the MEC sold its ten remaining 1947 streamlined cars to the Missouri Pacific, and looked forward to a freight-only status. Ironically, the only MEC equipment to make it into Amtrak were two restaurant-lounge cars from the 1947 order. These two cars, *Merrymeeting* and *Arundel*, were the first to depart Maine, having been sold to the C&EI in 1951. Having been altered by both the C&EI and later L&N, these two cars are now in service as Amtrak counter-lounge cars 8380 and 8381.

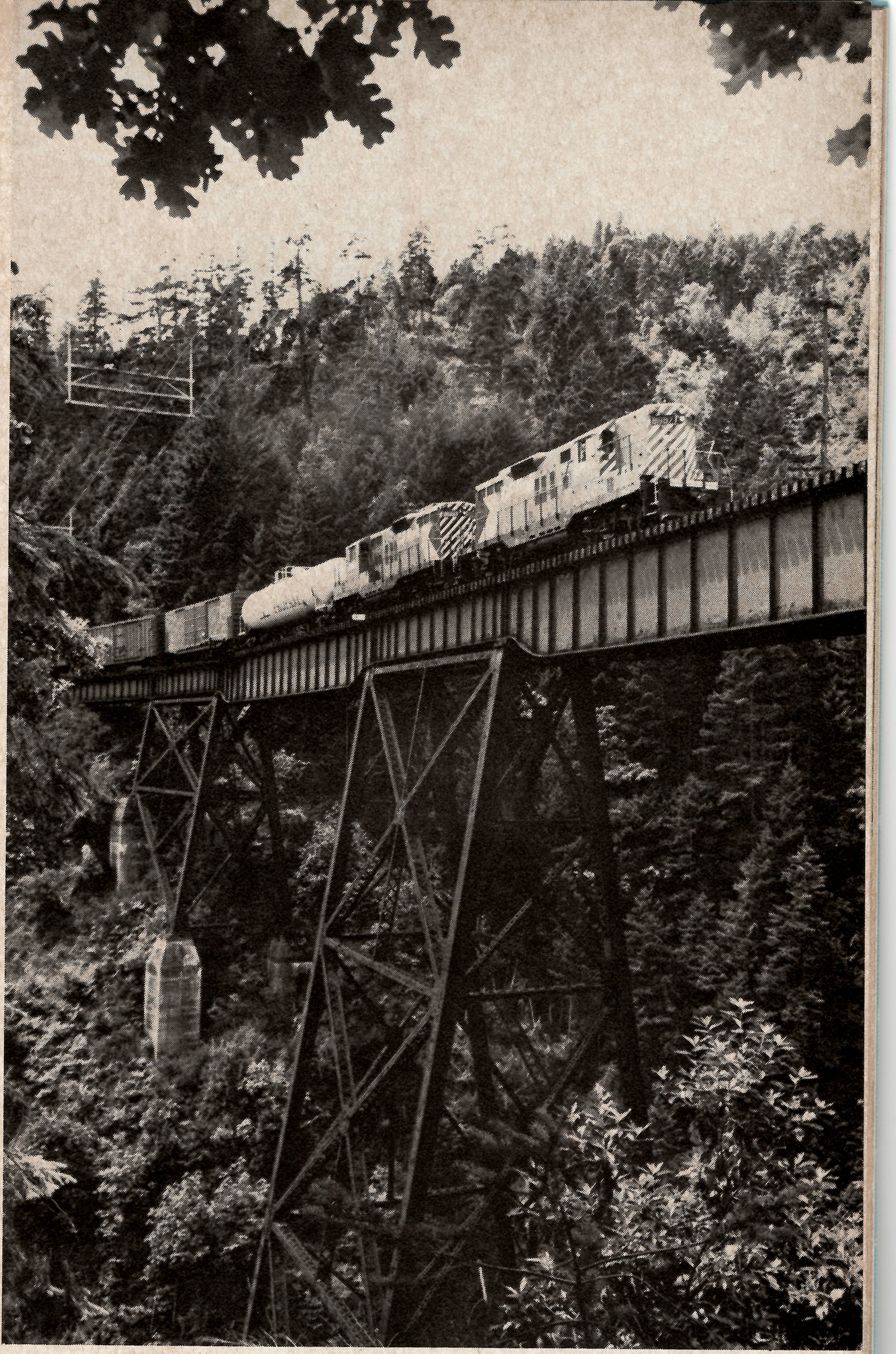
JIM SHAUGHNESSY



Vancouver Island today

by Robert D. Turner

Even though steam and the E&N Baldwins are gone, line hauls, loggers and a passenger train still make Vancouver Island a great place to enjoy railroading.



PHOTOGRAPHY: ROBERT D. TURNER

ARBUTUS CANYON BRIDGE is one of two major spans on the E&N north of Victoria. The Sunday, Tuesday and Thursday E&N freight No. 51 out of Victoria typically gets two Geeps and about 20 cars.

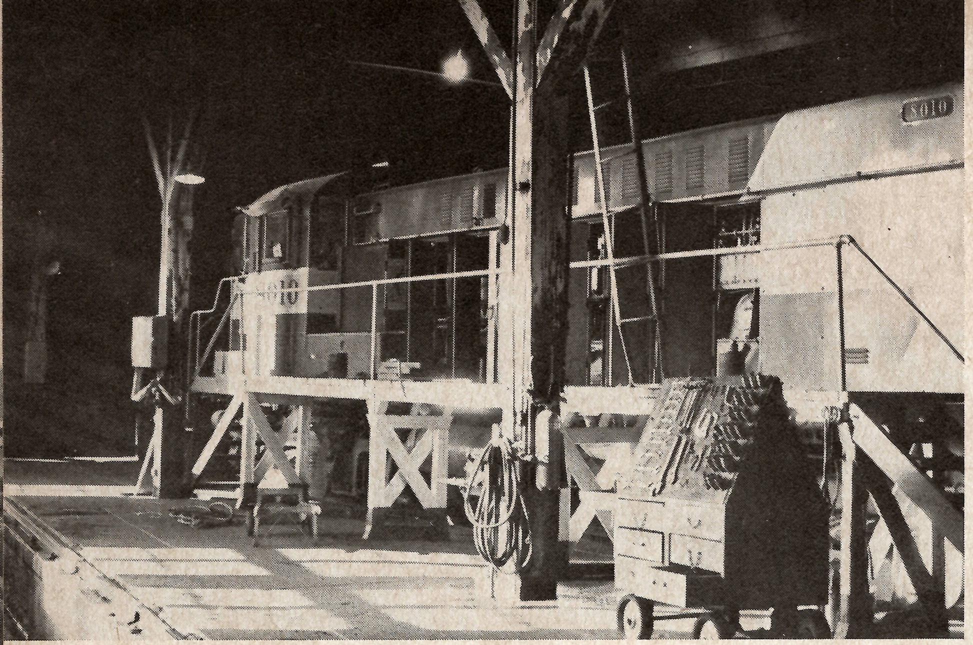
The Pacific Northwest offers many exciting areas for railroad photography and train watching. The mountains, river gorges and grasslands of Washington, Oregon, Idaho, Montana and British Columbia present enough prize-winning locations for photography to keep the average railfan busy for a lifetime. One of the more out of the way areas is Vancouver Island on the west coast of British Columbia. This is a rugged 300 mile long island that through the years has witnessed the passing of a great variety of railroads. There have been steam and diesel common carriers, streetcar and interurban operations, shortlines, and logging and mining roads of a variety of gauges. All of these operations were in some way influenced by the rugged terrain, and bridges, steep grades and twisting track characterized nearly every railroad on the island. Motive power has traditionally been small. In steam days, Ten Wheelers, Consolidations, Shays and Climaxes were most common. More recently, first generation diesel road switchers and other light power have taken over on the island lines.

Regrettably, the peak of railroad activity on Vancouver Island has passed, and the present day operations are a far cry from the busy years preceeding the depression when logging railroads penetrated nearly every major valley and varnish graced the major lines of the Canadian Pacific's Esquimalt & Nanaimo subsidiary. Logging remains important to the island's economy, but only two logging railroads remain and passenger service on the E&N is now limited to a single RDC. Most of the other types of railroads have seen a similar, if not more drastic, reduction in operations. Despite this decline however, many fascinating and scenic lines still exist on Vancouver Island for the railfan to investigate.

A railfan's tour of Vancouver Island would not be complete, however, without some historical background on the various types of railroad operations before outlining the highlights of present day railroading.

Esquimalt & Nanaimo

The first railroads built on Vancouver Island were located at Nanaimo on the south east coast where coal was mined beginning in the 1850's. Railroading started in 1862 when a small British-built tank locomotive was imported to haul coal down to the docks for loading onto ocean-going sailing ships for delivery to San Francisco and overseas markets. Later, as the mines expanded, so did the railroads, and an impressive assortment of North American manufactured power dominated the rosters of the mining companies. Baldwin found steady customers in the mining railroads on Vancouver Island, and during the early years a steady stream of narrow and standard gauge 0-6-0Ts, Ten Wheelers, and a classic shortline 2-8-2 arrived to haul the coal. Over the years, countless trainloads of high grade coal were moved over the lines often in



wooden, home-made hopper cars, down to the coal bunkers and washers on the waterfront. The depression hit the mines heavily and led to the closure of several of the larger operations. Production continued at Nanaimo and at Comox to the north into the 1950's. The final rail operations closed in 1960, and today there is little to mark their passage except for a few sections of right of way and several pieces of preserved motive power and rolling stock. An 0-6-0T was put on display at Nanaimo and a 4-6-0 and 2-6-0 were moved to the railroad museum at Snoqualmie Falls, Washington.

If a single individual were to be mentioned in connection with the island railroads, it would have to be Robert Dunsmuir. He was an enterprising miner who eventually controlled most of the Vancouver Island coal fields and with his sons built a mining empire that influenced the entire history of the area. In the early 1800's, Dunsmuir expanded his activities into railroading and received a charter and healthy government land grant and cash subsidy to build a standard gauge railroad from Esquimalt, just west of Victoria, the major city on the island, to Nanaimo. After months of heavy construction work over the intervening mountains, the line, called the Esquimalt & Nanaimo, was opened in August 1886. Describing the route as spectacular would be an understatement. In the first 20 miles north of Esquimalt the line twisted its way along the edge of a glacier-cut fjord, spanned several deep canyons over massive wooden trestles, and climbed from near sea level to 916 feet at Malahat Summit, the top of the grade.

The E&N developed a good growth in traffic, particularly passengers and coal, but did not show an operating profit until the turn of the century. By this time Robert Dunsmuir had died and the family was ready to sell its railroad to the Canadian Pacific. In 1905, the giant Canadian transcontinental acquired the E&N and the unsold portions of the land grant. The E&N however, retained some identity as the CPR leased the little line and control was not finalized until 1912. For years after the E&N kept separate accounts of its operations, and even into the 1950's some rolling stock carried Esquimalt & Nanaimo markings. At present, the E&N is operated as the Esquimalt & Naniamo Division of the CPR's Pacific Region with its major offices in Vancouver. In an interesting return to old practices, a number of CP Rail boxcars have been relettered to E&N and carry CP Rail colors and logo but no identification of the parent company. This move was taken to hasten the return of rolling stock to island shippers.

After the CPR took over the line, work went ahead rapidly to extend the E&N both north and west. In 1911, a branch was built into the Cowichan valley, a heavily forested area with great potential for traffic. More trackage was constructed north of Parksville, and from there a branch was built to the west coast of the island at Port Alberni where a productive forest industry was developing. Port Alberni became the western terminal of the entire CPR, although the railway chose to draw little attention to the fact. By 1914, track had also been completed between Parksville and Courtenay with a further northward extension to Campbell River being permanently stopped by the outbreak of World War I.

Coincidental with the growth of the railroad, heavier power was required and the E&N's original Schenectady-built 4-4-0's gave way to Ten Wheelers and Consolidations from the CPR. This type of power formed the backbone of E&N operations until dieselization in 1949. At that time, the E&N became one of the first fully dieselized discrete railroad operations in North America when 13 Baldwin DRS4-4-1000's replaced all steam power on the line. These units stayed with the railroad until the mid-1970's when a series of wrecks and old age finally caught up with these unusual locomotives. The Baldwins were favorites of many railfans as they represented a unique and interesting change from the fleets of Geeps and F-units that dominated railroad operations in mainland B.C. and neighbouring Washington during the 1950's and '60's. By the 1970's, Baldwin power had become scarce indeed and the CPR's 8000's, often seen in lash-ups of four units were a fascinating feature of the island's railroads. Gradually however, the shift to General Motors power began. First in the summers on the Alberni branch, GP9's were used because their dynamic braking reduced the chances of forest fires starting from sparks during braking on the long hills on each side of Locharkaig Summit. Eventually, the Geeps took over entirely on the heavily trafficked line to Alberni and also between Victoria and Nanaimo. This left only the Courtenay and Cowichan trains with Baldwin power. For a brief period the 8000's returned to the Malahat and handled the trains to and from Victoria during the winter of 1974-75, but by the spring the end was in sight. The last runs were made in March 1975. On the 19th, 8010, the last active Baldwin on the island, was shut down for the final time in the Victoria shops. Soon after, all but the 8000 itself were cut up for scrap, and the Baldwin era on the E&N was at an end, or so it seemed. In early 1978 one of the few remaining Baldwin yard units on the CP roster, 7070, was unexpectedly assigned to the Wellcox yards at Nanaimo. The unit had been al-

THE BALDWINS ARE NOW GONE from the E&N, but back in 1968 (**top**) DRS4-4-100 8010 was residing in the Victoria roundhouse that is still home for the Victoria-Nanaimo power. The 8010 was teamed up with 8002 on Train 51 in 1968 (**below**), as they crested the 2.18% climb to Malahat Summit between Victoria and Duncan and began the descent to Shawnigan Lake in uncharacteristic snow.

CANADIAN PACIFIC

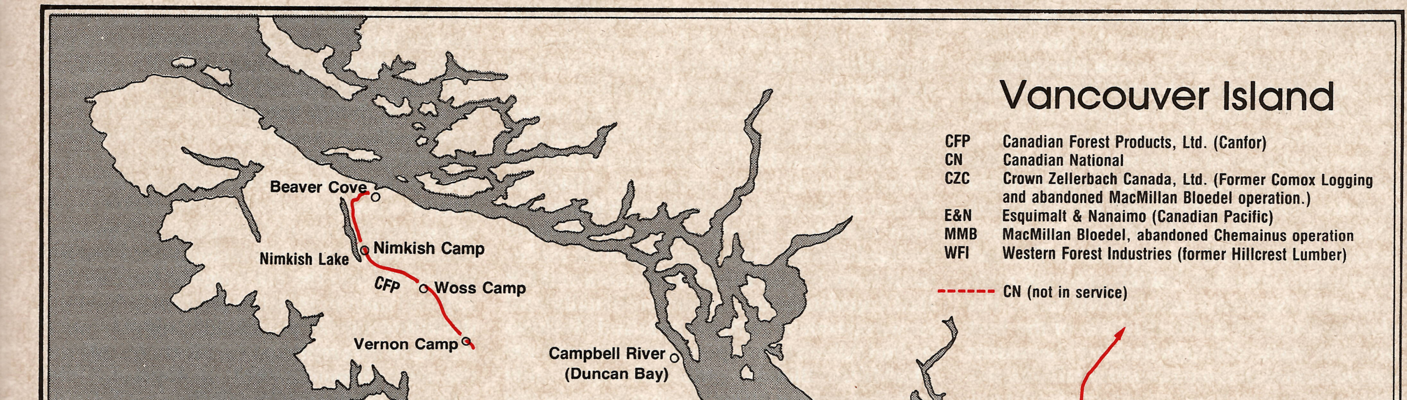
lowed to deteriorate to such an extent that the CP Rail markings on the hood had all but vanished and a make-shift exhaust stack canted off to one side above the well-worn engine. It was clear that the CPR had no intentions of spending any more than necessary on the old Baldwin and that its time on the roster would be very limited indeed.

Until 1955, the E&N passenger service was handled by five of the Baldwins which were equipped with steam generators to heat the obsolete wooden coaches used on the trains between Victoria and Courtenay and from Parksville to Port Alberni. The Victoria-Courtenay service was upgraded with a single RDC in 1955 and has remained little changed to date, while the Port Alberni passenger service, by that time a little-used mixed, was discontinued. In 1975, service between Parksville and Courtenay was suspended by the railway when two large trestles were no longer considered safe for traffic. A year before, the railway had called for tenders to rebuild the structures but then reconsidered and decided to try to abandon the line instead. However, the company's petition was ultimately turned down by the Canadian Transport Commission and, despite the estimated $2,000,000 in costs, the line was reopened to traffic in December 1977 and service restored. But the day after the line opened, the CTC finally ruled on the application to discontinue the entire passenger service on the E&N and found in the railway's favor, granting the company permission to end service on January 31, 1978. The Provincial government then announced its intention to appeal and was granted a five-month extension of the service until June 30, 1978, to prepare its case and seek a reversal of the ruling. In May, the operation was extended until the end of the year, as the case had not yet been heard, so visiting railfans have at least the remainder of 1978 to ride and photograph the E&N's *Dayliner*.

Service on the E&N sees the daily-except-Sunday passenger train leave Victoria at 8:15 a.m. and arrive at Courtenay at 12:25. The southbound departs Courtenay at 12:55 p.m. and gets into Victoria at 5:00. The *Dayliner* is seldom significantly off schedule, so that it is perhaps the easiest train to photograph on Vancouver Island. Riding the RDC should be considered a must for anyone visiting the island. Even if time is not available for the full run, it is possible to catch the RDC at Nanaimo and ride it north to Courtenay and return in only a few hours.

Freight operations are more frequent but not as tightly governed by schedules. Usually two Geeps operate northbound between Victoria and Nanaimo in the mornings in Tuesday, Thursdays and Sundays and southbound on Mondays, Wednesdays and Fridays. The southbound runs are usually at night or in the very early morning and are not easily photographed. The most scenic portion of this line is between Victoria and Duncan over the Malahat, a low rugged mountain range, and along the shore of Shawnigan Lake. This area provides many photographic opportunities, particularly for those willing to hike to the bridges at Niagara and Arbutus, and the many cuts that are the outstanding features of the railway. A word of caution is in order, however, about photography at the bridges. The hike is strenuous although not long and it definitely helps to have someone along who knows the way. There is a well maintained trail to Niagara at the northern end of Goldstream Provincial Park, but there is no trail to Arbutus.

Nanaimo is the center for most operations on the northern parts of the E&N. From there, five freights a week operate to and from the mills at Port Alberni. This section of the E&N is also very scenic with many spectacular bridges along beautiful Cameron Lake and west of Locharkaig, the summit of the line on the climb out of the Alberni Valley. Another regular E&N operation is between Ladysmith and Cowichan Lake. On this run, logs are hauled for Crown Zellerbach from a reload at Lake Cowichan to the log dump at Ladysmith on a daily except Saturday and Sunday basis. Normally, at least one E&N train is operated each day, although when production demands extra crews may be called. A "Nitinat Logger", as the trains are called, originates at Nanaimo in the early morning with two Geeps, a caboose and during the summer a fire car, and runs light to Ladysmith. There log flats brought in the previous day are dumped and the train made up for the run to the reload. The loaded train is usually ready to leave Lake Cowichan around noon and is back at Ladysmith in the early afternoon. The loaded cars are then dropped off and the locomotives return light to Nanaimo. This operation is easily photographed, as it is


Vancouver Island
CFP Canadian Forest Products, Ltd. (Canfor)
CN Canadian National
CZC Crown Zellerbach Canada, Ltd. (Former Comox Logging and abandoned MacMillan Bloedel operation.)
E&N Esquimalt & Nanaimo (Canadian Pacific)
MMB MacMillan Bloedel, abandoned Chemainus operation
WFI Western Forest Industries (former Hillcrest Lumber)
CN (not in service)
Beaver Cove
Nimkish Camp
Nimkish Lake
CFP
Woss Camp
Vernon Camp
Campbell River (Duncan Bay)
Strait of Georgia
Courtenay
Cumberland
Vancouver Island
Union Bay
E&N
Dunsmuir
Parksville
R.R. ferry
Howe Sound
BCR
Horseshoe Bay
North Vancouver
Port Alberni
Cameron Lake
Wellington
Vancouver
NANAIMO
CP
Locharkaig
CZC/MB
Ladysmith
South Westminster
CN
CANADA
U.S.A.
Chemainus (Wellcox)
Youbou
Crofton
Ferry
Cowichan Lake
CN
E&N
Alberni Inlet
Honeymoon Bay
WFI
Duncan
R.R. ferry
Lake Cowichan
CN
Bellingham
Deerholme
Ferry
BN
Shawnigan Lake
Malahat
CN
CANADA
U.S.A.
VICTORIA
Anacortes
Juan de Fuca Strait
Ferry
Port Angeles
BRITISH COLUMBIA
Prince Rupert
CN
CN
BCR
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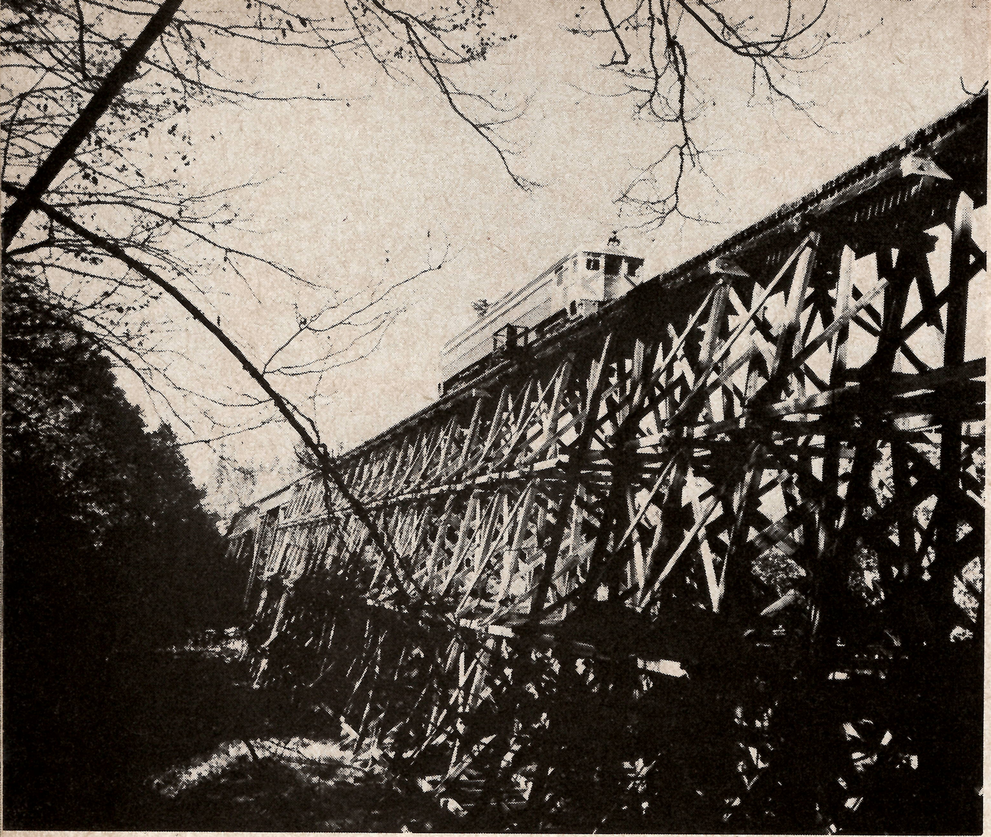
Revelstoke
CP
Vancouver
Seattle
WASHINGTON



THE LONGEST BRIDGE on the E&N spans French Creek, just north of Parksville. The deterioration of this bridge and another led to the closure of the Parksville to Courtenay segment from July 1975 until December 1977. RDC 9199 was nearing the south end of the bridge on E&N No. 2 in 1973.

possible to follow the train and there are many prime locations along the line. Local freights running twice a week also operate between Nanaimo and both Cowichan and Courtenay carrying shingles, finished lumber and general freight.

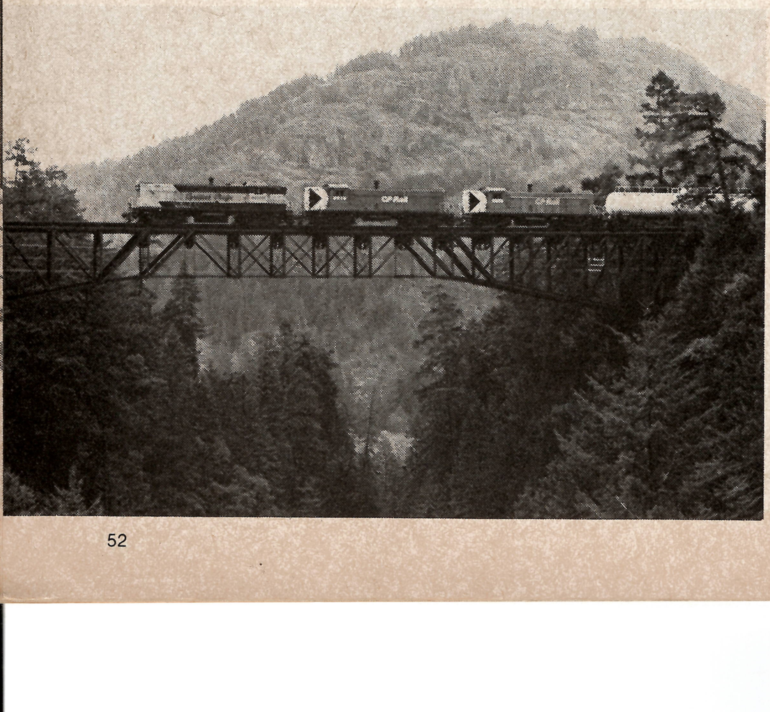
The combination of passenger trains, the Nitinat Logger, the Cowichan way freight and the northbound freight from Victoria (E&N train No. 51) makes the section of line between Hayward, just north of Duncan where the Cowichan branch joins the main line, and Nanaimo particularly busy. For sheer volume of traffic it is one of the best areas to visit, although lacking the scenic opportunities of the more mountainous sections.

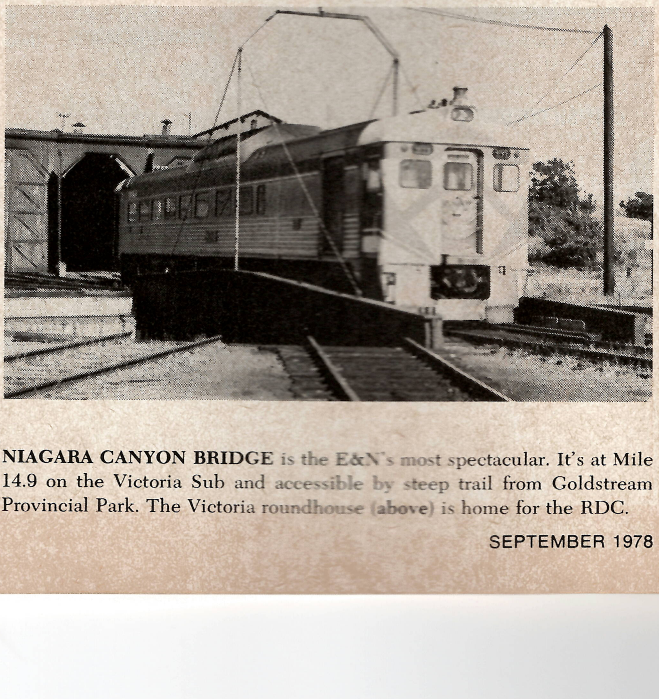
The E&N maintains its major yards in Victoria and Nanaimo with lesser facilities at Port Alberni. The Victoria yards include a substantial ten-stall brick roundhouse dating from 1912-13. It is complete with turntable, sandhouse, carshops and other facilities that are outwardly little changed since the withdrawal of steam power in 1949. At Nanaimo, the yards at Wellcox on the waterfront include a transfer slip where railcars are loaded onto ferries or barges for movement to mainland British Columbia and CP Rail's operations at Vancouver. Usually yard crews operate at both Victoria and Wellcox. At Port Alberni, the operation centers on the MacMillan Bloedel pulp and paper mills and the nearby sawmills that provide the vast majority of the branch's traffic. A two stall enginehouse and a small section house are reminders of the steam era. MacMillan Bloedel maintains its own in-plant railroad with a small industrial unit on hand for switching.

The Canadian National

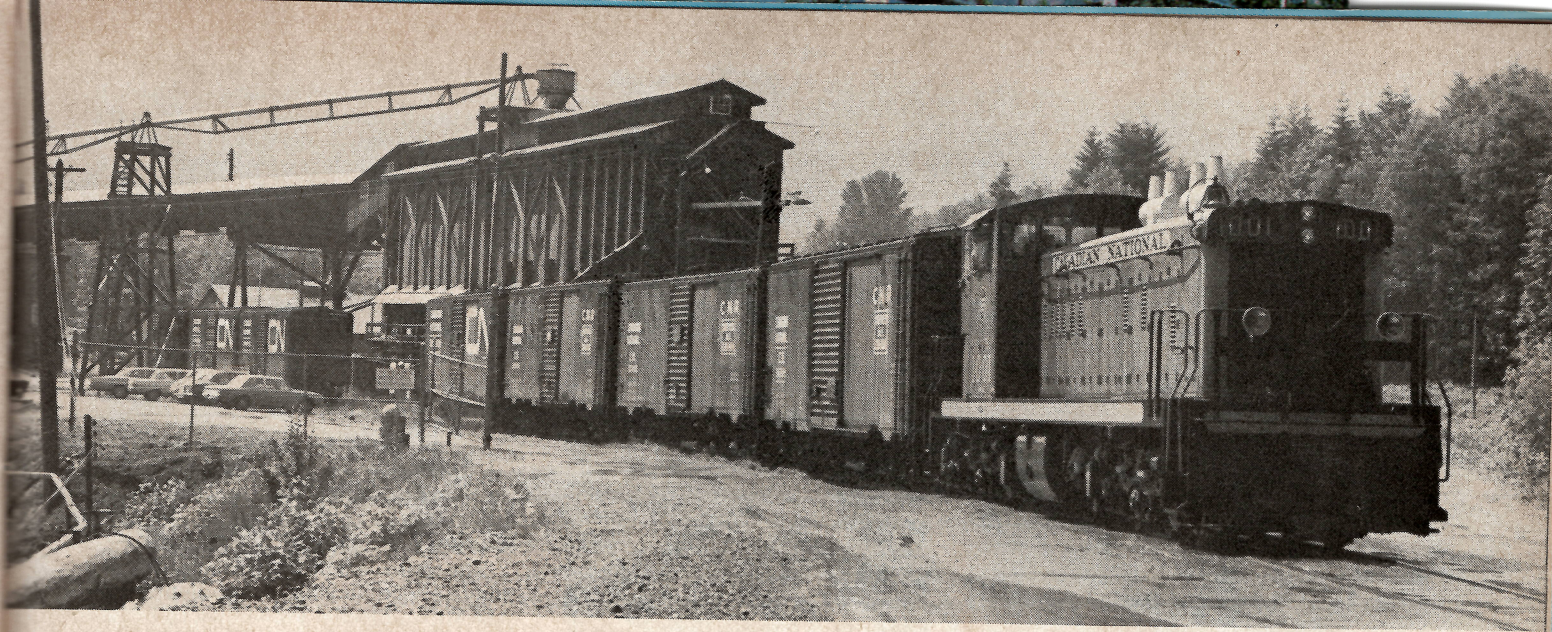
The other major railroad on Vancouver Island is Canadian National. The island lines of CN began as an extension of the Canadian Northern Pacific Railway built between Patricia Bay, where a ferry slip was located, and Victoria. Over a period of many years tracks were laid in a generally westward direction to Lake Cowichan more or less paralleling the E&N but about 10 or 15 miles to the west. This route tapped areas of highly productive forest that provided steady traffic for the railroad for many years. The Canadian Northern had financial troubles and was taken over as part of Canadian National Railways in 1918. CN completed the branch to the west end of Cowichan Lake and continued the operation of the line with a stable of chunky 4-6-0's, 2-6-0's and 2-8-0's that would have been at home anywhere in North America. By the mid-1960's, however, traffic had dwindled to the point where through operations were no longer justified, and when two large bridges needed replacement they were not rebuilt. As a result, two separate lines emerged; a terminal switching operation in Victoria and a longer section to the north hauling forest products shipped by the large B.C. Forest Products mill at Youbou and a few other shippers along the line.

Deerholme, a small community just west of Duncan is the center of the CNR's northern railway line on the island. The yard there is small with a few overgrown sidings, some maintenance buildings and usually a caboose, water car and locomotive on hand. From Deerholme the old main line to Victoria heads off south, and to the west the tracks lead to Youbou. From the east, the short Tidewater Subdivision joins the main line. A crew normally takes the GMD1 assigned to the line to Cowichan Bay once or twice a week to switch incoming and outgoing traffic onto the car barge at the transfer slip and then runs out to the mill at Youbou the following day to pick up loads of lumber and drop off empty flat cars and box cars for the next shipment. For photography, the trackage between Deerholme and Cow-





NIAGARA CANYON BRIDGE is the E&N's most spectacular. It's at Mile 14.9 on the Victoria Sub and accessible by steep trail from Goldstream Provincial Park. The Victoria roundhouse (above) is home for the RDC.



THE CANADIAN NATIONAL'S largest shipper on its line from Cowichan Bay to Youbou is the B.C. Forest Products mill at Youbou. Although this photo was made on a rainy day in 1968, one of the unusual GMD1 units still works the CN line.

ichan Bay is most accessible. There is a small pile trestle near Cowichan Bay and another long structure crossing over the major north-south highway near the E&N's Koksilah siding. From Lake Cowichan to Youbou is also easily photographed as the tracks parallel the road and the trains are invariably slow moving.

The Victoria terminal operation of CNR is also of interest because the car ferry connection is easily seen and the entire operation can be examined in a morning. The diesel-powered *Seaspan Greg*, in reality little more than a self propelled barge, usually arrives in Victoria each morning before 10:00, proceeds under the Johnson Street bridge (a good spot for photography) and docks at the CNR Point Ellice ferry slip. By this time the yard crew has loads assembled and the entire operation is usually completed by noon. The biggest shipper at Victoria is the large mill and plywood plant operated by B. C. Forest Products which is reached by a low pile trestle across an inlet known as the Gorge. From there the line serves a number of smaller businesses along about three miles of track. It would be unwise to be optimistic about the future of most of the CNR's trackage on the island. In fact, the CNR has filed abandonment petitions covering most of its remaining lines outside of Victoria.

The logging lines

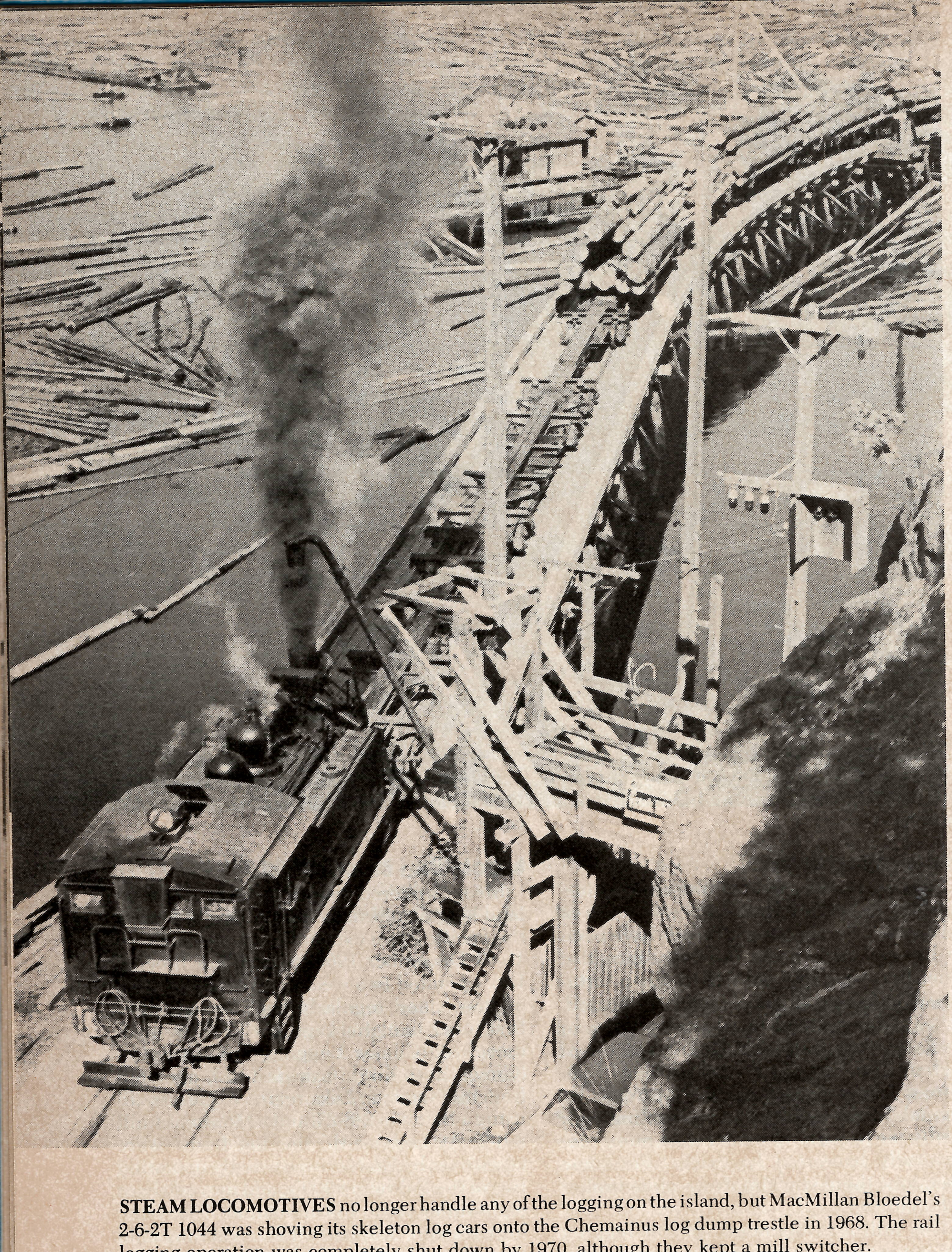
Logging has been one of the chief industries on Vancouver Island since the turn of the century, and logging railroads have been an integral part of the industry since that time. Between 1900 and 1940 when virtually all logging railroad construction ceased, a line had penetrated nearly every valley or lowland that had significant stands of timber. The Douglas fir and cedar of Vancouver Island sustained many railroads for several decades of continuous hauling until finally the remaining stands were more economically harvested by trucks. For some operators, there was simply no more timber to be cut.

The railroads operated by the logging companies on Vancouver Island were similar and, in basic character, virtually indistinguishable from many operations in Washington, Oregon and northern California. Shays, Climaxs, Heislers and low-drivered rod engines made up the rosters of nearly all logging companies. In fact, more Pacific Coast Shays operated on Vancouver Island than in any other region of the west coast.

MacMillan Bloedel Ltd.

Steam lingered longer on Vancouver Island logging railroads than on any others on the Pacific Coast except for the tourist lines. Until December 1969, MacMillan Bloedel Ltd. operated two steam powered railroads on the island regularly hauling logs. The first, over joint trackage with the by then dieselized Comox Logging & Railway Co. (Crown Zellerbach Canada Ltd.), operated from the Nanaimo Lake region to Ladysmith using a Baldwin 2-8-2T and a Montreal-built 2-6-2. At Ladysmith, the log trains were taken over by E&N crews, usually operating two of the Baldwin 8000's, and moved about eight miles south to Chemainus. There the log cars were dropped off for switching onto the other MacMillan Bloedel steam powered line. At Chemainus the regular locomotive was a 1923 Porter 2-6-2T, which was relived periodically by a heavier Baldwin 2-8-2T. These chunky machines worked the log cars down to the log dump at tidewater

THE *M.V. SEASPAN GREG* is the regular ferry between the CN at Victoria and the mainland ferry terminal on Tilbury Island near Vancouver. CN 7154 **(right)** worked the now closed Ogden Point terminal in 1968.



STEAM LOCOMOTIVES no longer handle any of the logging on the island, but MacMillan Bloedel's 2-6-2T 1044 was shoving its skeleton log cars onto the Chemainus log dump trestle in 1968. The rail logging operation was completely shut down by 1970, although they kept a mill switcher.

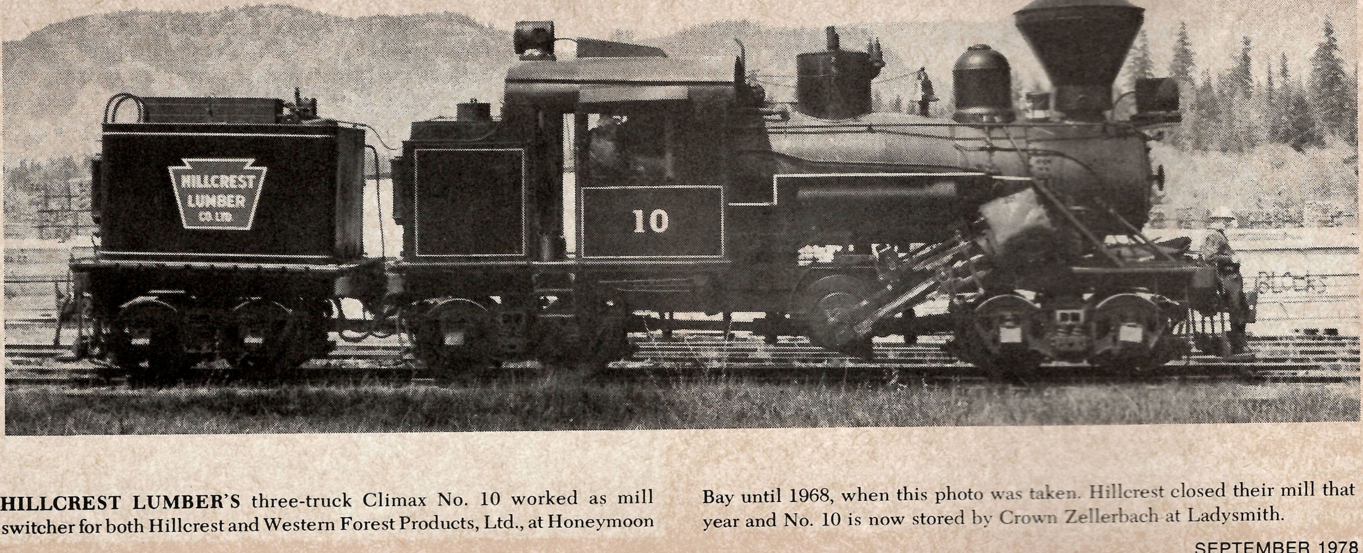
over a steep, very spectacular switchback. It was a grand finale to steam logging on the island that nearly surived in to the 1970's. Even after the last logs were hauled over the railway, one of the locomotives was retained as a mill switcher until late 1972 when it, too, was retired.

Fortunately, all of the MacMillan Bloedel locomotives were preserved. No. 1044, the 2-6-2T, and 1066, one of the 2-8-2T's were placed on static display while the other two locomotives were sold for the token payment of one dollar to the provincial government. No. 1077, the 2-6-2, was completely rebuilt and serves as the secondary engine for the B.C. Provincial Museum's travelling exhibit train, and No. 1055, the remaining engine, is held for possible future operation.

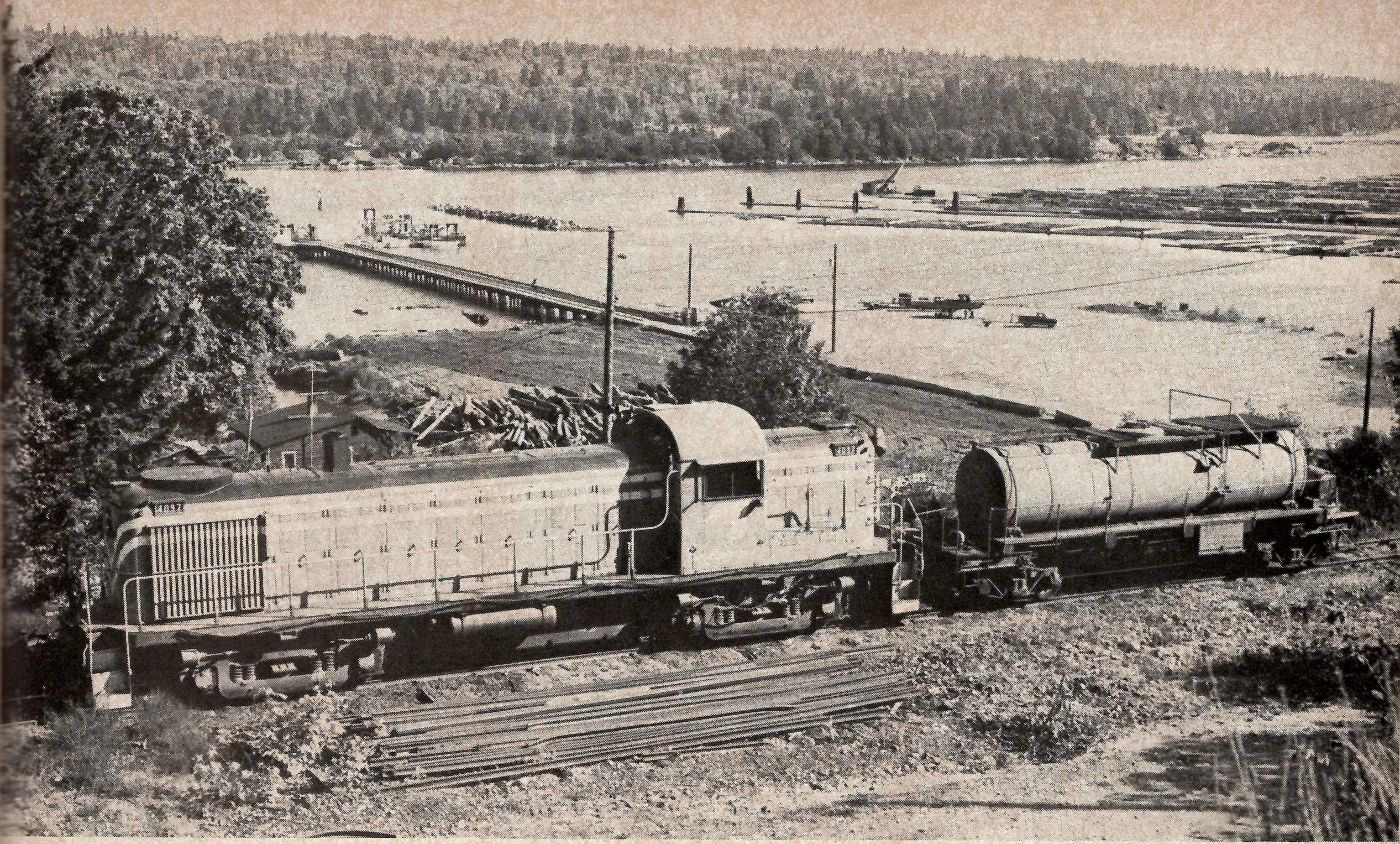
Crown Zellerbach Canada Ltd.

The retirement of steam from regular logging service and the consequent end of MacMillan Bloedel log hauling by rail still left two diesilized logging railroads operating on Vancouver Island. Perhaps the best known of these is Comox Logging, known now more correctly as Crown Zellerbach Canada Ltd., which like MacMillan Bloedel had done, operates from Ladysmith to the Nanaimo Lakes in the interior of the island. This line uses a former Delaware and Hudson RS3 road switcher for power and in peak production periods may run four trains a day each way over the railway. Prior to the arrival of the Alco, an ex-U.S. Army Baldwin VO-1000 worked the line. This unit is still in service as a mill switcher at Duncan Bay farther north on Vancouver Island where it replaced the last Shay still working for the forest industry on the island. The Shay is now preserved at Canada's National Museum of Science & Technology in Ottawa.

The Crown Zellerbach line is scenic, interesting and accessible. The shops and log dump at Ladysmith are easily photographed once permission is obtained at the nearby main office building where two steam locomotives are preserved. Of interest along the line is an interlocking tower where the logging line's tracks cross the E&N (see cover). Further west and easily reached from the Nanaimo Lakes (Green Mountain)



HILLCREST LUMBER'S three-truck Climax No. 10 worked as mill switcher for both Hillcrest and Western Forest Products, Ltd., at Honeymoon Bay until 1968, when this photo was taken. Hillcrest closed their mill that year and No. 10 is now stored by Crown Zellerbach at Ladysmith.



CROWN ZELLERBACH'S logging operation between Nanaimo Lakes and Ladysmith features ex-D&H RS3 4097. The units brings the logs down from the woods on flatcars and they are dumped (**below**) into Ladysmith Harbour and assembled into booms for movement to mainland sawmills. The unloader is built on the underframe of a retired Shay locomotive. Some of the assembled log booms can be seen at right in the **above** photo.

road are two large bridges and many excellent locations for photographers. A word of caution though: Do not stand too close to the logging trains as pieces of bark or cable used to secure the loads can extend several feet from the sides of the flat car and have enough weight to cause severe injury.

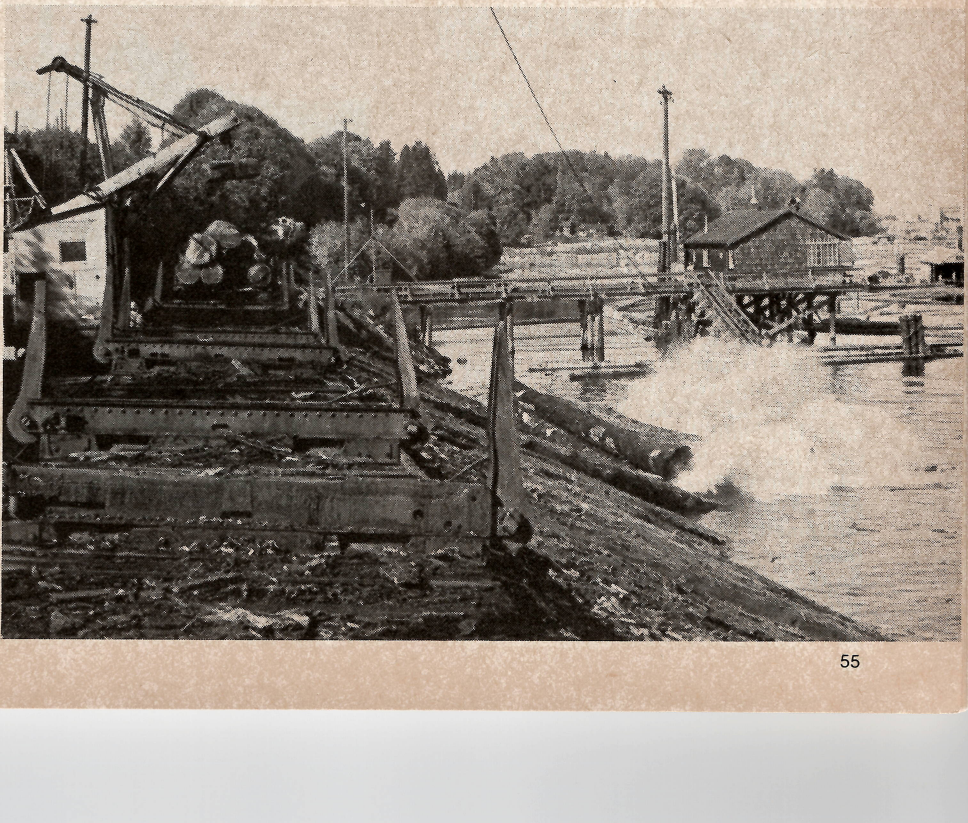
During the summer, the trains always carry a fire car which sprinkles the right of way to prevent fires starting from sparks from the brake shoes.

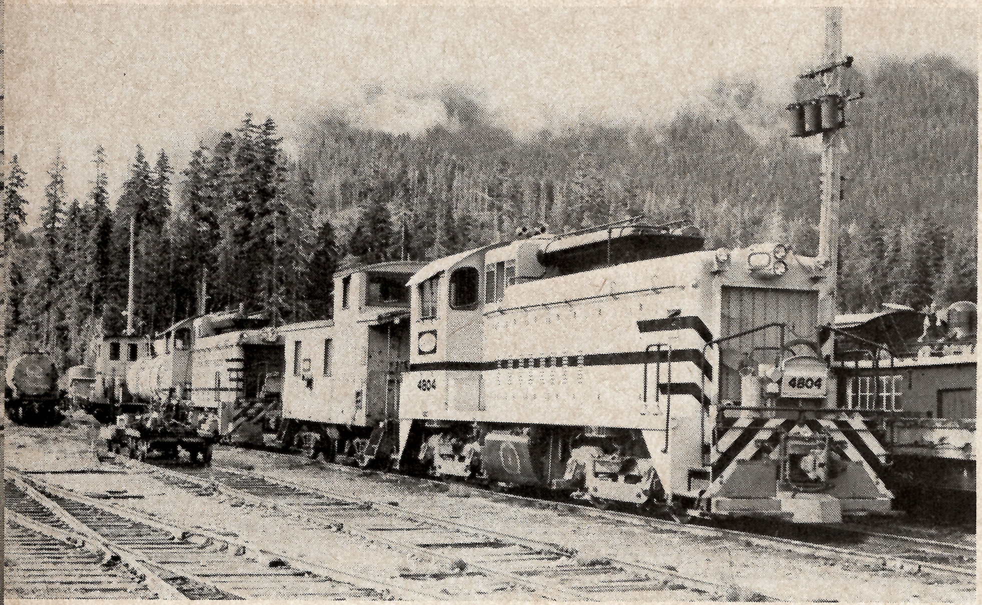
Canadian Forest Products Ltd.

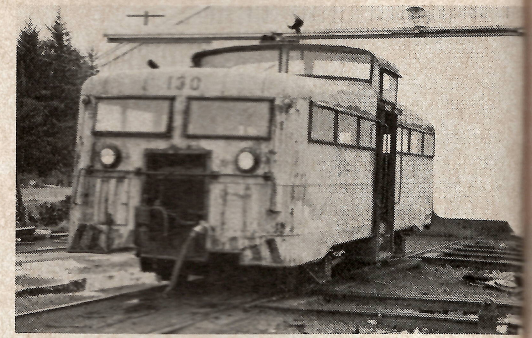
The least accessible railroad of consequence on the island is the extensive logging line of Canadian Forest Products Ltd. (Canfor) which runs through the Nimpkish Valley of northern Vancouver Island to Beaver Cove on the north coast where a large dryland sorting operation has recently replaced the more traditional saltwater log dumping and sorting system.

This fully modern railroad uses four diesels—EMD and GMD SW1200's—equipped with dynamic brakes, large fuel tanks and fire fighting equipment to handle the several trains a day that operated from a number of transfer points in the Nimpkish valley. Trucks are used to haul the cut timber from the forest to these convenient reloads and then the railroad takes over for the long haul to the coast. In addition to the several hundred log cars of various types on the roster, there are also a number of speeders, several fire cars, tank cars, a snow plow and miscellaneous work equipment. It is common to find several speeders out on the line with two of the diesels operating out of Woss Camp and a third based at Beaver Cove. Large shops are maintained at Nimpkish Camp for servicing most of the railroad equipment.

Until the summer of 1976, Canfor maintained a very attractive Alco 2-8-2 on standby and used it annually for the company's loggers' sports days in June. Regrettably however, Canfor's No. 113 has now been retired to display and it is unlikely that it will ever steam again. This locomotive had the distinction of being the last steam locomotive on the Pacific Coast to haul logs for the forest industry when in June 1976 it hauled a cut of log cars between Vernon







CANADIAN FOREST PRODUCTS operates over 100 miles of logging railroad on the north end of the island. "Canfor" has four EMD/GMD SW1200's with large fuel tanks and dynamic brakes. 4808 came from Georgia Pacific in 1972 and is shown at Woss Camp in September 1973. Canfor's track car 130 (above), shown at Nimpkish Camp, is used to carry train and track crews, but it can also switch a couple of freight cars if needed.

Camp and Woss Camp just before its retirement. Improved road access to the area, scheduled for completion in 1979, will make the Canfor operation easily reached from most parts of Vancouver Island.

Like most industrial railroads, both Crown Zellerbach and Canfor operations vary with market conditions and weather. The danger of fires during a dry summer can force a total closure of all logging activity on the island and a slump in world markets can lead to significant reductions in the use of the rail systems.

The small operations

In addition to these major rail lines on Vancouver Island, there are a number of lesser operations in mill yards and at isolated sites connected to the major railroads by railway car barge services. Most of these operations are difficult to see and photograph because of their locations in large industrial plants. However, one railroad worth a look at is Western Forest Industries' line between Lake Cowichan and Honeymoon Bay. This company operates a small Cummins diesel powered Plymouth over a weed covered right of way that is often difficult to locate due to the abundant growth of vegetation along the line. This small railroad operates about twice a week (often Tuesdays and Fridays) to connect with the E&N way freight that runs as far as Lake Cowichan. However, the schedule is generally determined by the output of the mill or even the loading of a particular car so operations tend to be somewhat unpredictable.

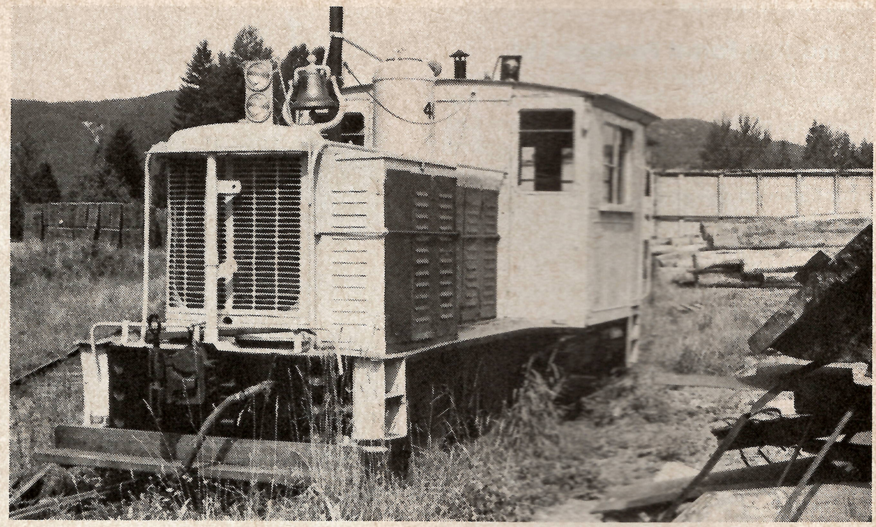
The Western Forest Industries line was once the home of Hillcrest Lumber Company's Climaxes, three-truck No. 10 and two-truck No. 9. These were the last such machines in non-tourist service in North America and were used as switchers between Mesachie Lake, where the company had a large mill, Honeymoon Bay and Lake Cowichan. No. 9 was donated to the Cowichan Forest Museum at Duncan to become part of an extensive display of logging equipment which includes an operating three foot gauge railway featuring a beautiful two-truck Shay. No. 10 was sold to private interest in 1968 for use on a tourist railroad. For several years she was displayed on the short-lived Victoria Pacific Railway near Victoria but has since been moved to Crown Zellerbach property at Ladysmith for storage.

The ferrys

For those contemplating a visit to Vancouver Island, access is easy from both Washington and the B.C. mainland. Coming from the south during the summer one of the best options is to take B.C. Steamships' coastal liner the *Princess Marguerite.* This beautiful vessel was operated by the CPR until 1975 when it was sold to the government of B.C. for continued service. While it may be very busy during the peak travel periods, reservations are taken and the cruise to Victoria is beautiful. The *Princess Marguerite* is one of the last ships in a once large fleet of elegant coastal liners that operated along the B.C., Washington and Alaska coasts. There are other ferry services connecting Port Angeles, Anacortes and Vancouver to various points on the island with frequent sailings during the busier summer travel period.

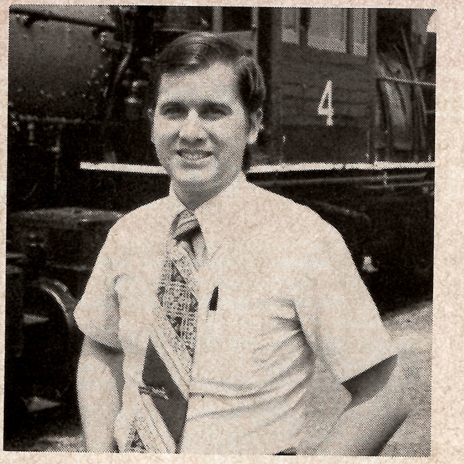
The future

It is difficult to be optimistic about the long term future of some of the island railroads, while others seem secure and prosperous. The *Dayliner* is certainly one whose future seems tenuous at best. The history of such operations suggest that in a few years it will have given way to highway travel, although passenger travel itself could well rejuvinate with the operation of proposed steam excursions over the Malahat. It is sad to accept, but it seems inevitable that the gradual erosion of rail service on the island will continue, just as many branch lines all over North America have become uneconomical. For the railfan however, perhaps the greatest challenge is to visit, ride and photograph such lines while they survive. The railroads on Vancouver Island present many such challenges and hopefully will do for some time to come. ⊂



WESTERN FOREST INDUSTRIES still maintains the seven-mile line between Honeymoon Bay, where their mill is located, and the E&N connection at Lake Cowichan. WFI's only power is this six-wheel Plymouth which runs about twice a week. This was the line shared with Hillcrest's Climax.

We'd like you to meet...



Edward A. Lewis

Ed Lewis began his autobiographical notes with: "Born in New York City on October 15, 1942, at a tender age. I lived in New York during my early years; however, I disliked city life from the start. As soon as I could walk, I climbed up in the window of the apartment and made like I was going to jump out—much to the consternation of the folks in the apartment across the street."

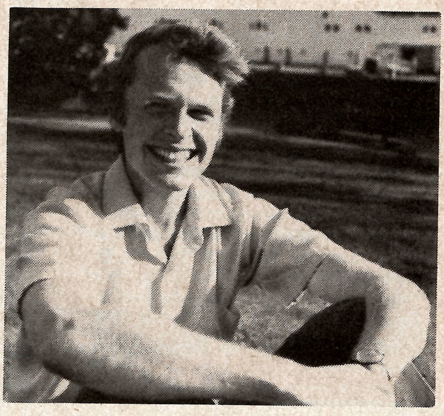
Before the city could have an undue effect on the lad, Ed's folks moved to the country, and his father commuted to work on the Erie. This was Ed's first exposure to railroading, and his interest was soon bolstered with an American Flyer train set. From there on, he says his life was the "same old story", starting to chase trains and take pictures in his high school years. He took two years of college at American University in Washington, D.C., but wanted to go railroading and hired out on the Long Island R.R. in 1962. He worked as a station clerk, accounting clerk and general extra clerk until 1965 when he went to the Arcade & Attica tourist railroad and common carrier in upstate New York. He was offered his choice of titles, so he became the Assistant to the President for six months until the road's President, Dick Cartwright, retired. At that time Ed became the General Manager and Auditor when the incumbent General Manager, Vic Alsworth, didn't want any part of running the railroad. Ed ran both the freight and passenger service on the A&A and had a "heck of a good time" until the Borden plant left Arcade in the fall of 1972. Things began getting worse and worse, so he departed to become Revenue Auditor on the newly reactivated Providence & Worchester. With regards to that experience, he states, "I found that grass isn't always greener, and conditions were even worse than on the A&A, so I retired and went to the Strasburg in the spring of 1974". Ed is presently Vice President—Administration of the Strasburg and has responsibility for the management of the physical plant.

In 1966 Ed had his first book published, *Arcade & Attica*. He has done quite a number since then, including *WAG—Sole Leather Line*, *Vermont's Covered Bridge Road* (StJ&LC), *Blackstone Valley Line* (P&W), *New England Country Depots* and the *American Short Line Railway Guide*—all of which are now out of print. Working under the name "The Baggage Car" at Strasburg, Ed's currently available books are *Reading's Victorian Depots* and *The DO Lines*. Additionally, he has supplied photos to various magazines and has authored articles for RAILFAN.

With regard to his publishing efforts, Ed comments, "I am very impressed at how willing railfans are to help on a project when they know that it is serious. I'm presently working on an all new edition of the *Short Line Guide* which will include photos of all active operating line-haul short lines. Getting photos of each line would have been impossible without fan help."

Ed lives in the town of Strasburg in a beautifully restored old brick house with his wife Corde (short for Cornelia), two children, Heidi (12) and Cris (7), and a dog named Doglett. Corde did most of the decorating and is quite active with all sorts of arts and crafts.

Whatever the future holds for Ed, one can be reasonably sure that it will involve short line railroads, and he'll probably write a book about it.



Robert D. Turner

The author of "Vancouver Island today" does a good job with his typewriter, so we'll let him tell his own story:

"I've been interested in trains just about as long as I can remember. A CNR branch line went close by the family home in Victoria on Vancouver Island, where I was born in 1947, and I spent many hours watching the old 2-8-0's and Ten Wheelers go by. By the time I was in junior high school I was taking many photographs and doing my own enlarging, but I wasn't very mobile. At this time I developed a keen interest in shipping and caught many of the older wartime ships coming into Victoria for lumber. I also began taking photographs and collecting information with the thought of writing a book.

"I received a BSc in Geography from the University of Victoria in 1969 and an MSc in Regional Planning from the University of British Columbia in Vancouver two years later. While I was an undergraduate I started serious work on my first book, *Vancouver Island Railroads* (Golden West Books, 1973). It was good to have a focus for my train photography and research, and the project certainly kept me busy in my spare time.

"After the university I spent 18 months with the B.C. Provincial Parks Branch as a planner, and then in 1974 I moved to the British Columbia Provincial Museum as an Assistant Curator in the Modern History Division to work on the Provincial Museum Train program which was beginning at that time (see P.H. Brown's article, "The Great Steam Exhibition" in Fall 1976 RAILFAN). I am now in charge of the Museum Train, and I also do work in other areas of transportation history. There are many aspects of the Train program that have little to do directly with railroads, of course, but I find that being a railfan is helpful in my job at the Museum, and it is nice to work in an area that relates to my hobbies.

"In January 1977 my second book, *The Pacific Princesses, an illustrated history of Canadian Pacific Railway's Princess Fleet on the Northwest Coast*, was published by Sono Nis Press, Victoria. I am now well along on a companion volume detailing the history of the CPR's trans-Pacific steamships, the *Empress* liners. After that I will be doing more writing on railroad history.

"Writing is a lot of fun and work. Doing the research and photography is probably the most enjoyable part. The synthesis of all the information and the actual writing is like figuring out a big puzzle when you have only a basic outline defined and you have to design and locate all the pieces.

"In addition to my books, I have contributed regularly to *Pacific News* and have had photos reproduced in quite a variety of other publications. Actually, I have probably had more photographs published of natural history subjects that of trains. My wife, Nancy, has a PhD in botany and has written several books to which I have contributed photos. I enjoy this photography immensely and find it as much of a challenge as producing good railroad photographs.

"For my photography I have three Pentax 35mm cameras and a Pentax 6x7. I shoot a lot of black & white and do the majority of my own processing. Wherever possible I try to capture trains in a setting that tells you something about the country and the nature of the railroad. This often takes more time, but I think it's worth the effort.

"Like many other railfans, I am also a model railroader and am working on a layout based on the Colorado narrow gauge lines. West Coast logging on Vancouver Island is also one of my modelling interests. At the Provincial Museum I am also involved in model building, but in the research and design side for dioramas and displays.

"Nancy and I have made many long trips through the Southwest deserts and have explored most areas of B.C. and the Northwest States over the past ten years. We have a three year old daughter, Sarah, and are expecting our second child in July. Sarah is also very interested in trains and is most enthusiastic about model railroading."

the book

Carstens

NEW ARRIVALS

NOTE: We are in the process of rapidly expanding and improving our reader's book service, so while some of the books listed under "New Arrivals" are not brand new releases, they are new to our listings and represent our efforts to make available to you in one place the finest in railfan reading.

All Time Index (6798), Wayner. Reference index of *Trains, Railroad, Railroad Model Craftsman, Model Railroader, Extra 2200 South, R&LHS Bulletin* and *NRHS Bulletin* from each publication's origin to 1976. Revised Second Edition. 242pp soft **$8.95**

Railroads: An American Journey (7819), Don Ball, Jr. A Superb pictorial of American railroading from the 1950's to present with steam, diesel and electrics covered. 288pp hrdbnd. 350 photos **$19.95**

Decade of the Trains: The 1940's (7820), Don Ball, Jr. Railroading in the World War II era with photos from government archives. Tops in railfan photojournalism. Text by Rogers E.M. Whitaker. 288pp hrdbnd,... **$24.95**

Monon Route (5559), George Hilton. A lively illustrated history of Indiana's CI&L/Monon Railroad with photos, rosters, maps and lucid text. 321pp hrdbnd **$16.50**

PASSENGER TRAIN ANNUAL NO. 3 (7100), by the editors of *Passenger Train Journal.* A pictorial review of 1977 passenger activities as well as vintage coverage by Fred Matthews, a look at the NH Shore Line past and present and Dick Dorn on a U.S.A. Railpass. 76 10¾" x 8½" pages including 16 pages of color. Softcover **$6.95**

GRAND CENTRAL (5232), Wm. Middleton. The story of "The World's Greatest Railway Terminal" in the heart of New York City. Illustrated with photos, diagrams and maps. 160pp hrdbnd **$17.95**

St. Louis Car Company (5560), Andrew Young & Eugene Provenzo. This is a history of one of the nation's top trolley builders that has continued to construct everything from PCC cars to rapid transit equipment, airport jetways and Verta-Pac railroad cars. 304pp hrdbnd **$16.50**

A Decade of the D&H (2201), Karl Zimmermann. The years of turmoil on the Delaware & Hudson from 1967 to 1977. It's an illustrated story of the years of Buck Dumaine, the PA's, Dereco, EL bankruptcy, Bruce Sterzing, the Sharks, the Susquecentennial and Bicentennial, Conrail and conflict. Top railfan photography and excellent text. 80pp softcover **$6.95**

Age of Steam (555), Beebe & Clegg. One of the all-time great pictorials. 527 photos, hrdbnd **$15.00**

Basset-Lowke Rys., (9812). Foremost British toy & scale train maker, hrdbnd **$10.00**

The Bessemer & Lake Erie RR (5207), Beaver. Ore & coal carrier. hrdbnd **$13.95**

Blue Ridge Trolley (5208), Harwood. 76 mile Hagerstown & Frederick Rwy., illus, maps, etc **$11.95**

The Cable Car in America (5548), Hilton. Cable cars from New York to California, 484pp **$17.50**

The California Zephyr (2200), Zimmermann. Story of CZ with full equipment data. 104pp hrdbnd **$10.95**

Camelback Locomotives (1809), Albrecht. An album of center cab steamers, 28pp, 6x9, pprbnd **$1.50**

C&O Power (6658) Staufer, Data & photos of C&O steam and diesels 1900-1965. 350pp hrdbnd **$16.50**

Change at Park Street Under (7815), Cudahy. Story of Boston's subway. Hrdbnd **$6.95**

Cincinatti & Lake Erie (5215), Keenan. 269 mile interurban to the Great Lakes, 224pp, illus, 8½x11 ... **$18.95**

Coal Boats to Tidewater (9817), Wakefield. Illus. history D&H Canal and Gravity R.R. 222pp hrdbnd .. **$15.00**

Commuter Railroads (2747), Dorin. Summary of suburban rr's nationwide, 184pp, 357 pix **$8.95**

Comstock Mining & Miners (5509), Lord. Reproduction of 1883 edition, western lore, 578pp **$10.00**

Covered Bridges of the West (5528). They are not all in the east. 201 photos, 150pp **$5.95**

The Crookedest Railroad in the World (5514), Wurm & Graves. Mt. Tamalpais & Muir Woods Rwy **$5.75**

Crossties over Saluda (9816), Gilbert. Motive power on Southern Rwy's steepest main line **$2.75**

Curved Side Cars (6766), Wagner. Cincinnati "rubber stamp" design, 200 photos, spiral bnd **$9.00**

Delaware & Hudson (5539), Shaughnessy. 150 year history of famous eastern bridge line, 488pp **$16.50**

The Diesel Years (5221), Clmsted. Pictorial sampling Sharks to EMD's. 160pp hrdbnd **$14.95**

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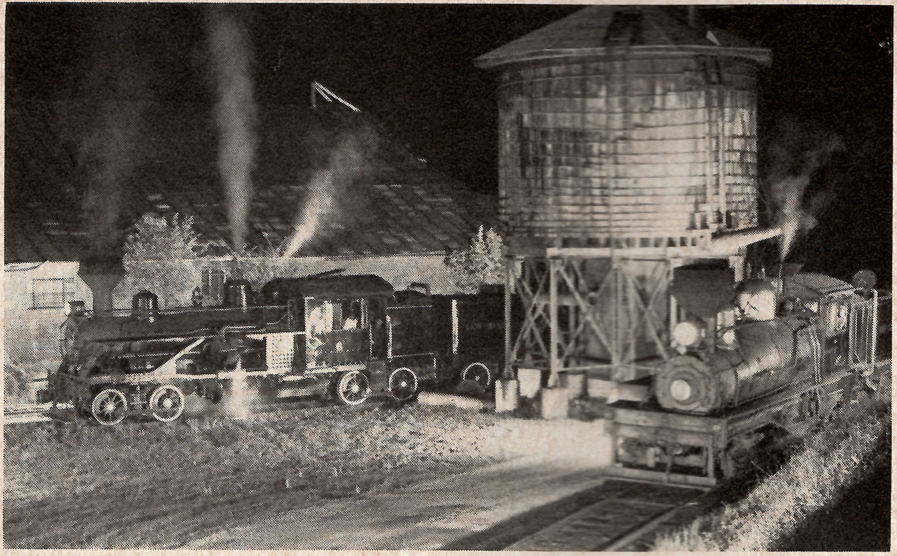
VANCOUVER ISLAND RAILROADS

Camera Bag

The group night session

Although the techniques of open flash have been a part of the railfan scene for decades and formally organized group sessions have undoubtedly been done at various times, we feel reasonably confident in crediting John Killoran and the Cass Scenic Railroad with the idea of group night photography sessions as an organized part of a "railfan weekend" for paying customers. It was about 1968, if memory serves us right, that John got a group of us together who had done night work and had us stage about three spectacular set-ups for those attending the Cass Railfan Weekend. Since then, the night photo session has been a tradition at Cass, and the idea has been picked up and used by quite a number of tourist railroads.

The basic idea is based upon the fact that using open flash, as many cameras as you wish may take the same photo using only one "round" of flash. Everyone sets up his or her camera on a tripod, sets the exposures according to the instructions from the person running the session, and upon command opens the shutter while the scene is lighted with anywhere from three to 50 flashbulbs by the official "team", and then close down on command. If they follow instructions, even the most inexperienced amateur can get as good a result as the "pros"



THIS WAS THE FIRST of three scenes set up for Cass Railfan Weekend on May 20, 1978. A team of five railfans lit this scene for 67 participants with roughly ten No. 22B flashbulbs. The exposure for ASA 64 was about f4.5 for the three minute open time. The fans were using both color and b&w film.

Find someone to conduct the session who knows open flash night techniques and has the patience to work with a group who need to be "taught" almost everything on the spot. He will need to instruct in the use of a tripod, cable release and be able to give exposure settings for a full range of ASA's for each set-up. Communication with the crowd and an ability to clearly explain what's going on is the key to success in a group session.

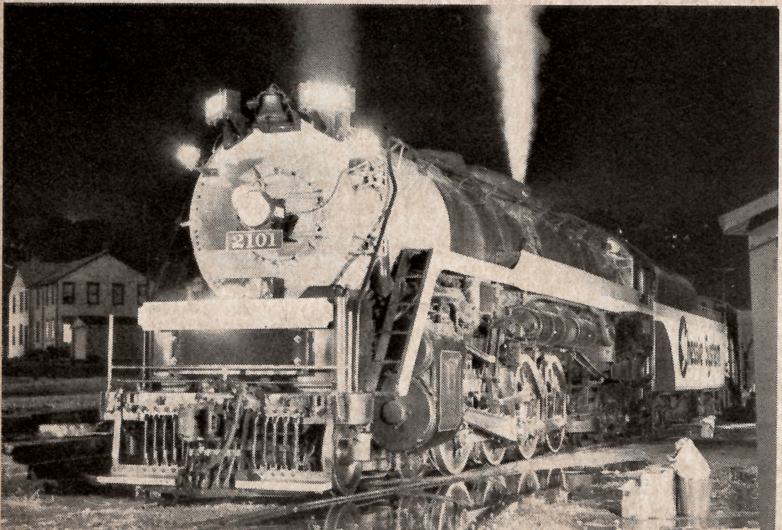
The next thing needed is two or three assistants who know how to throw flash and help out with the cameras. But when the actual session is under way, have only *one* person communicating to the crowd—if two people start giving orders, chaos can result. Remember to be polite and helpful, since the night session is for the benefit of the "customer", not the railfans running the session.

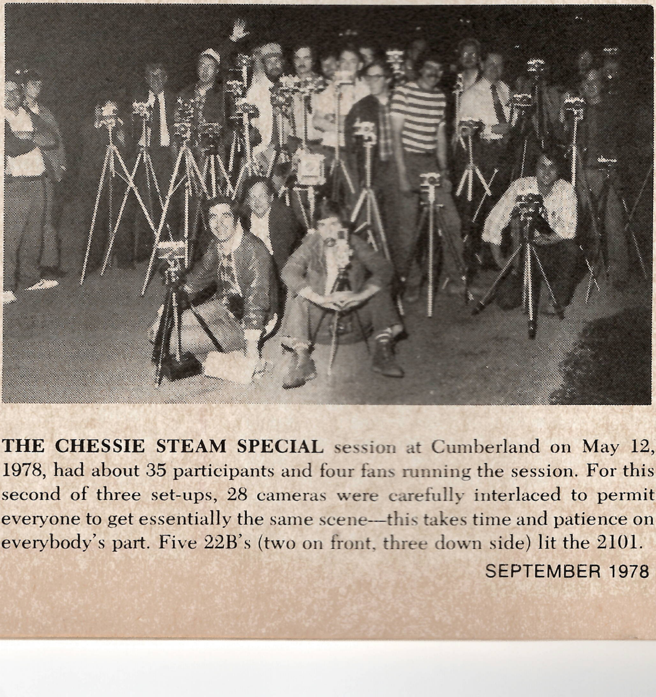
The biggest problem with group sessions is the need to accommodate a very wide "front", or line of cameras. Lighting is easy when there are only one or two cameras close together, but when you have 50 cameras strung out over 75 feet, planning the lighting can be very difficult. We have resorted to using the huge No. 22 bulbs—about the size of a 100-watt household bulb—to be able to "reach" into the scene from further back.

We have found that it usually takes about an hour to get the first set-up organized, and then we usually do two or three runs through each set-up with pretty much the same lighting before moving to the next shot. Each additional set-up will take about a half-hour to execute.

The photos on this page show sessions a week apart at Cass and with the Chessie Steam Special at Cumberland, Md. There were about 35 people in the Chessie session and 67 at Cass.

If you see "night photo session" advertised for an upcoming railfan weekend, bring along your tripod and a cable release and get set for a spectacularly different type of photography. If you wish to organize a night session for your tourist railroad, contact us here at RAILFAN, and we'll try to outline a program for you and put you in touch with someone in your area who is experienced with the techniques—J.B.

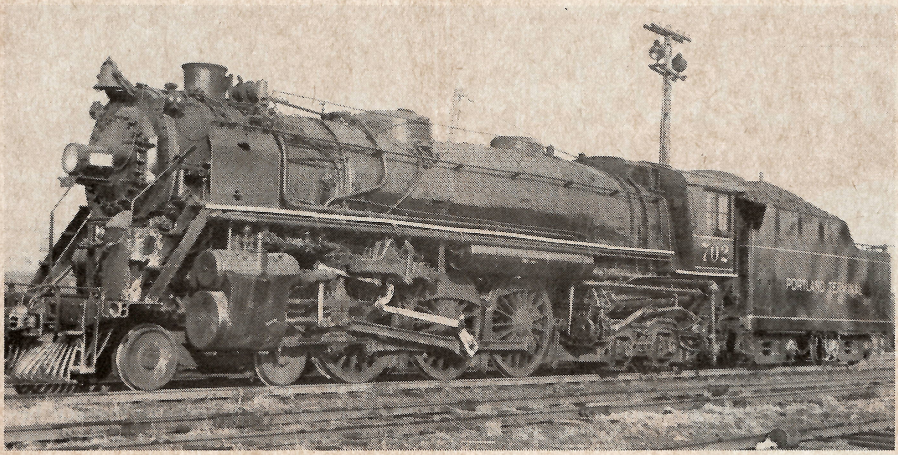




THE CHESSIE STEAM SPECIAL session at Cumberland on May 12, 1978, had about 35 participants and four fans running the session. For this second of three set-ups, 28 cameras were carefully interlaced to permit everyone to get essentially the same scene—this takes time and patience on everybody's part. Five 22B's (two on front, three down side) lit the 2101.

Markers

CHARLES T. FELSTEAD



MAINE CENTRAL HUDSON 702 spent the last five years of its career at Rigby Yard as property of the Portland Terminal Co. where it was used in snow melting service. This photo is October 1953.

What was the smallest railroad to ever own and operate a standard gauge 4-6-4? We'd place our bet with the Portland Terminal Co. of Maine, because between 1951 and 1955 they had ex-MEC 4-6-4 702 kept at Rigby and used in snow melter service. Not only was this Hudson on their roster, but it was very professionally lettered PORTLAND TERMINAL.

We have never seen a photo of 702 actually in snow melter service, nor have we ever had a precise explanation of what "snow melter service" involved, but we have seen the accompanying roster shot of it in Rigby on October 27, 1953, apparently in good condition. There doesn't seem to be any extraneous piping on the engine as we've seen on the likes of the Northwestern Steel & Wire 0-8-0's that have fork-like jets under the pilot for snow melting. We can only presume that a "snow melter" was some type of work car similar to a weed sprayer that would couple behind the 702.

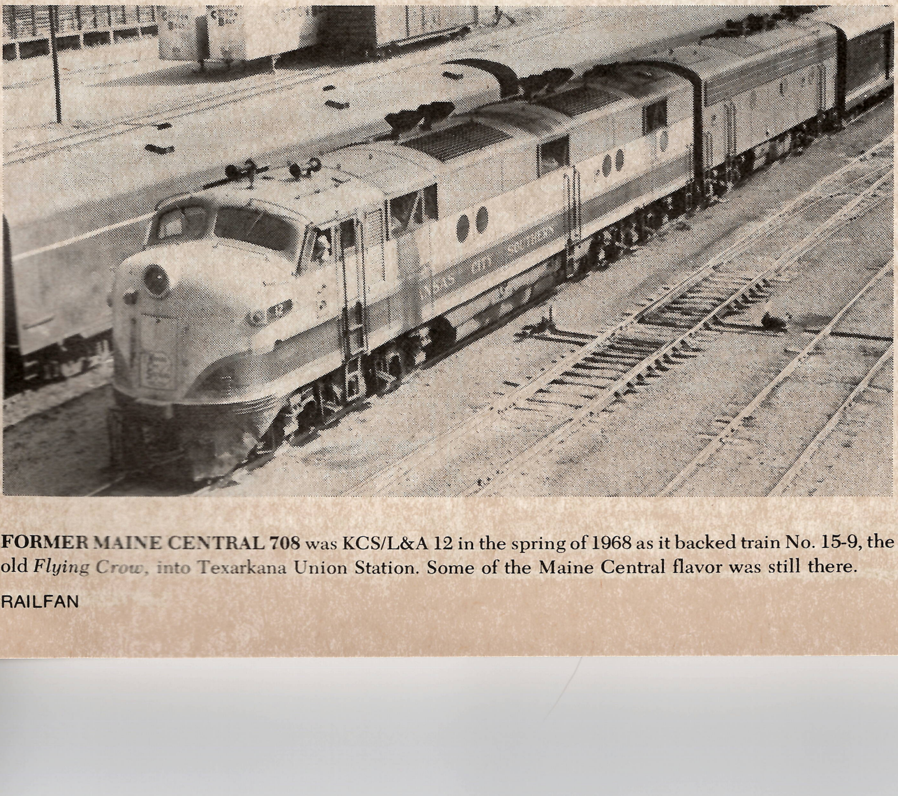
Snow melter service is an interesting topic, since we also recall seeing photos of the last serviceable Union Pacific 4-6-6-4 used as a snow melter into the 1960's. If anyone would care to elaborate on either of these engines, we'd be happy to print your letter and photos.

The MEC E-units

Never having made it to Maine when the MEC was running passenger trains, we've always had a bit of a craving to see MEC E-units. While going over the MEC articles for the past couple of issues, it dawned on us that we'd already photographed over half of the MEC E-unit fleet in service on the Kansas City Southern!

In November 1963, the Maine Central sold E7's 705-709 to the KCS to become their 6, 7, 11, 12 and 20. During our six-month stint in Arkansas when working for

RAILFAN: JIM BOYD



FORMER MAINE CENTRAL 708 was KCS/L&A 12 in the spring of 1968 as it backed train No. 15-9, the old *Flying Crow*, into Texarkana Union Station. Some of the Maine Central flavor was still there.

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EMD, we'd photographed them many times during our lay-overs in Texarkana. The ex-MEC units were the only E7's on the KCS, and they were easily recognizable amid that road's own half dozen E8/E8m/E9m's.

Digging through the photos and rosters of the MEC/KCS units, a few interesting little details began to show up. The MEC bought its E7's in two orders: 705-708 in June 1946, and 709-711 in July 1948. The first four were delivered in the "Rock Island" scheme, one of the standard designs from the LaGrange styling section that was intended for use on units that would have to match up with stainless steel cars with a color on their window band. There's a photo of this scheme on page 47. Apparently the MEC wasn't happy with this scheme, because photos show that all were repainted into the standard MEC/B&M "freight" cab unit scheme by 1948. Of course, 709-711 were delivered in 1948 in the maroon "freight" scheme.

There is one noticeable difference between the two MEC orders: the first ones have the small number boards on the sides of the nose, while the second three have the larger angled ones. These details remained consistent right through their KCS careers, as well. And incidentally, the first four went to the Louisiana & Arkansas subsidiary of the KCS, while the 709 went to the KCS proper.

We mentioned that 705-708 got the "Rock Island" scheme, which was a LaGrange standard. Notice that the MEC and B&M freight scheme is also an EMD standard. You'll find the same stripe pattern on the D&RGW and Lehigh Valley, among others. And when the E7's went to the KCS, they were repainted into the red, yellow and black of KCS's slightly simplified version of that same LaGrange design. Take a look at a lot of the earlier diesel paint schemes, and you'll find that a good many of them came from the same design table somewhere in LaGrange.

Maine Central notes

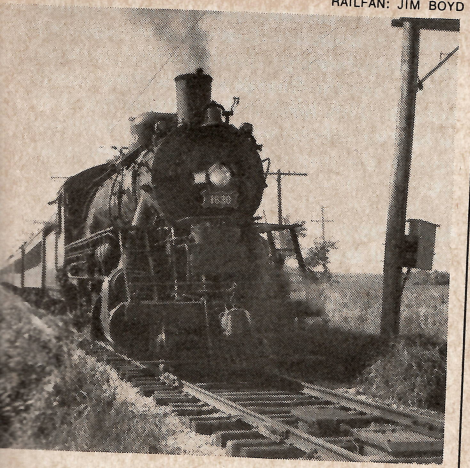
In our list of the MEC radio frequencies on page 40 of the July '78 RAILFAN, we got the correct frequencies for the MEC but were incorrect in their useage. David Knarr sends us the following correct data: 160.62 is MEC Road; 161.25 is MEC Yard for Portland, Waterville and Bangor; and 160.38 is MEC Yard for Portland. 161.25 was correct for Portland Terminal. He also adds a few area frequencies that we didn't list: CV/GT Dispatcher is 161.205; BAR Dispatcher Repeater is 160.92; B&M Maintenance of Way is 161.37; and CP Road is 161.475.

Author Ron Johnson noted that the New Hampshire portion of the map should have been labeled B&M and not MEC between Waumbek Jct. and Groveton. Since we went to press, there were also two changes in the MEC's freight schedule: The Dover-Foxcroft local out of Waterville is now a night job departing at 12:30 a.m., and a new local has been put on departing Waterville at 8:00 a.m. for Bangor, weekdays only.

The "other" Decapods

It's a little surprising to think that in 1978 there are two 2-10-0's in more-or-less regular service in the U.S.A. The chances are good, of course, of catching Strasburg's No. 90 working on any of the summer weekends

RAILFAN: JIM BOYD



FRISCO "RUSSIAN" DECAPOD 1630 is used in summer weekend service at the Illinois Railway Museum in Union, Ill., northwest of Chicago.

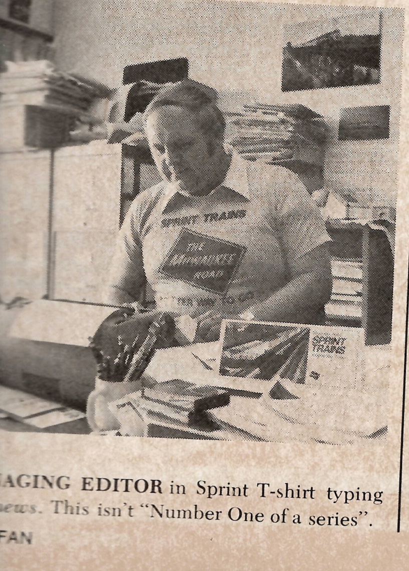
and often during the week, but those busy summer weekends are also a good time to catch a genuine Frisco Russian Decapod, 1630, running at the Illinois Railway Museum in Union, Ill., northwest of Chicago. Our "spies" tell us that 2-6-2 No. 101 is the regular engine at IRM at the moment, but that the Russian should be running weekends by mid-summer.

Of the 22 Baldwin 12-42-F Decapods (of which Strasburg 90 was the third built), a total of five have been preserved. Woodward Iron No. 41 (AT&N 401) is stored unserviceable at the Mid-Continent Railway Museum in North Freedom, Wis., and here are three of the Gainesville Midland ngines extant. GM 203 (AT&N 402) is wned by the Atlanta Chapter NRHS and is tored near Atlanta, GM 208 (SAL 530) is on lisplay at Winder, Ga., and GM 209 (SAL/ D&S 533) is on display in Gainesville, Ga. he GM's Russian, 206, has also been pre- erved and is expected to be displayed long with the 203 when the Atlanta Chap- r completes their new 12-acre museum te on U.S. 23 near Duluth, Ga.

ne "Sprint" spirit

While gathering the material for this is- e's *Railnews,* we encountered our press ckage from the debut of the Milwaukee

ING MODELS: BOB HOECKELE



AGING EDITOR in Sprint T-shirt typing ews. This isn't "Number One of a series".

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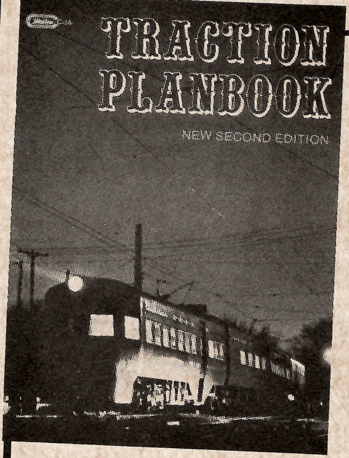

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Road's "Sprint Trains" in Chicago on June 5. There was that bright orange T-shirt that had been handed out at the opening ceremonies, and to get into the proper spirit of the occasion, we put it on to show the other railroaders in the office. They were duely impressed, and then we sat down behind our typewriter and began to rattle out the copy for *Railnews*. Just about that time the morning parade of the "front office" folks to the coffee machine in the lounge began to pass by our office door. The only coherent comment we'd care to repeat was the one that followed a startled shriek, "The Great Pumpkin lives!"

GG1 4935

Amtrak's GG1 4935, which was restored to its green Pennsy livery by the Friends of the GG1, has recently changed normal assignments. Whereas it had been previously used on the Harrisburg steam-heated trains—the *Broadway* and *National*—because of its new steam generator, in May 1978 it was one of eight GG1's to be modified for 100-m.p.h. service to cover the substitution-*Metroliner* runs between New York and Washington, D.C. With a large portion of the *Metroliner* fleet being cycled to the G.E. Plant in Erie, Pa., for upgrading, there are roughly four "substitute-*Metroliner*" sets of GG1's and Amfleet equipment covering the *Metroliner* schedules.

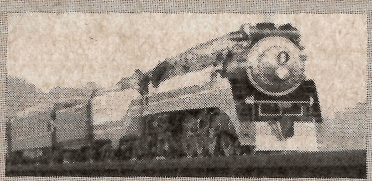
The 4935 suffered a traction motor fire on one of its *Metroliner* runs, but two weeks in Wilmington had it back out again in top shape. The Friends of the GG1 has set up a maintenance contract with Amtrak which guarantees 4935 a hand washing and touch-up at each monthly inspection for a fee of $200 per month. A number of special trips have been run or are scheduled with 4935; watch *Timetable* for details.

With regard to the FOGG commemorative booklet that all $5.00-or-more donors will receive, as chairman of the Publications Committee, I am in the final stages of preparing it for the printer, and it should be distributed by mid-summer. The book turned out to be a somewhat more complex task than I had anticipated, and I, quite frankly, fell on my face when it came to meeting our own production schedule—but we feel that the final product will be worth the wait. This book is not for sale but will be sent to everyone who donated $5.00 or more to the original 4935 restoration project.

Accuracy

One of the most time-consuming aspects of putting out a magazine like RAILFAN is checking out the accuracy of the information included in almost any written word. Our editorial staff keeps active in the railfan world in an effort to keep up with what is going on, but it is impossible to achieve perfection when faced with production schedules. We must make value judgements as to which authors to trust implicitly and which to constantly check. And when

Lima's finest?



It has been said in print in *Trains* Magazine that the Southern Pacific GS4 4449 represents the finest that Lima Locomotive Works had to offer. I must take exception to this. Lima could and did build much finer examples of Super Power than the GS4's; the overriding influence of the Southern Pacific's motive power department is obvious in many aspects of design.

First, Lima would never design a modern 4-8-4 with friction bearings on the drivers, and, secondly, Lima would have used a Baker valve gear instead of the Walschaerts. Lima would have applied firebox syphons, and the 4449 has none. Finally, Lima would probably have located the air pumps on the pilot beam, which would have made them more accessible and would keep them from burning the person servicing the rods right under them.

The first three are fairly major design philosophies that would have typified a complete Lima effort; the fourth is a first-hand observation from a person who was getting very tired of being burned in the back of the neck by hot oil at servicing stops. The GS4 is a good engine and I love it dearly, but the Nickel Plate Berkshires—among others—more typically exemplify Lima's complete design policies—DICK YAGER.

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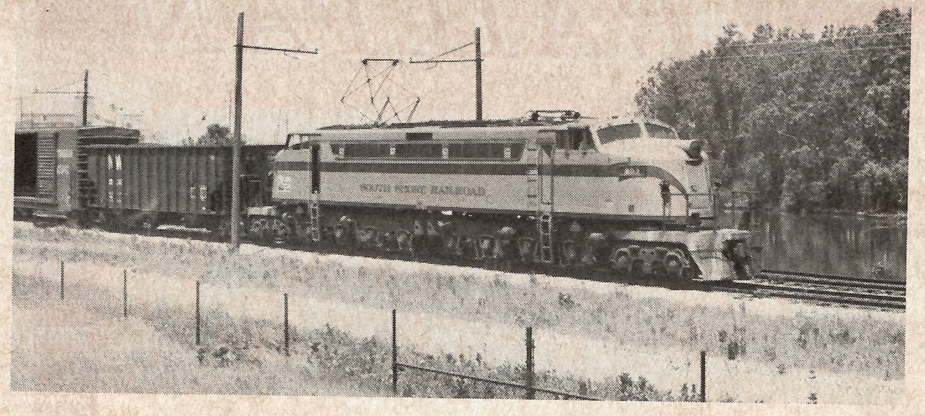
someone sends in a correction, how does one determine if the "correction" is as accurate as the author's original material? When a question is brought up, we check with the author and usually try to get the final determination made by the railroad or primary source.

It's an interesting and sometimes frustrating game, but rest assured that we make a determined effort to give you the most complete and accurate news and information that we can. Since we have to deal with this situation in almost every aspect of our daily work, we can sympathize with the publisher of a well known locomotive magazine who reported a well-documented news item from a normally reliable source that the three Chicago South Shore & South Bend "Little Joe" electric locomotives had gone to the scrappers.

For the second time in this issue (see

RAILFAN: JIM BOYD



LITTLE JOE 803 of the Chicago South Shore & South Bend was working the Gary switch job alongside the Indiana Toll Road on June 5, 1978. 802 and 803 are still working with 801 stripped for parts.

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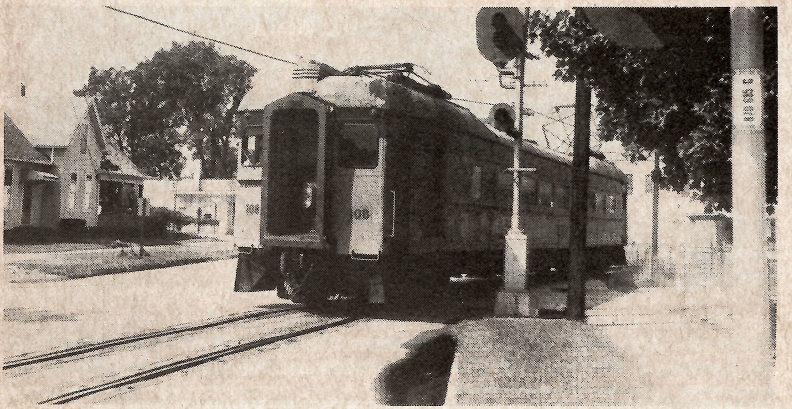

- **THE SOUTH SHORE:** Prof. Donald Kaplan takes us on a railfan's tour of the last of the great interurbans from Little Joe switching Gary to street running in Michigan City. See what the present and future hold for this classic.
- **SAND PATCH!:** Climb aboard the cab of 4-8-4 2101 as she assaults the famous B&O Sand Patch grade with the Chessie Steam Special in a pouring rain on May 13, 1978. 2101 proves to all that she's no pussycat.
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page 28) it seems appropriate to quote Mark Twain's "The reports of my demise are greatly exaggerated". Driving eastward on the Indiana Toll Road on June 5, 1978, we risked life and limb by parking on the shoulder and scrambling across four lanes of traffic to get the accompanying photo of CSS&SB 803 working near Gary, Indiana. We didn't have the opportunity to check out anything more about it, but Dr. Donald R. Kaplan of the University of California did, and we'll have this full feature on the status of the South Shore in the November '78 issue. And relax, Dr. Kaplan is a botany professor and his article is a fine piece of *railfan* coverage.

The rail fan

It's a hot, humid day in mid June and yours truly is hammering away at his typewriter enjoying the breeze from a 20″ window fan that he bought downtown at lunch hour. Although intended for use at home, we decided that a nice breeze in the office would enhance the air conditioning, and since we had it here anyhow, why not put it to use.

When we plugged the monster in and fired it up, with a deep whirring sound reminiscent of a turboprop, the intercom buzzed. It was RMC's Tony Koester in the adjoining office advising us in his best aeronautical lingo, "When you get the other one started, you're cleared to the active"

Jim

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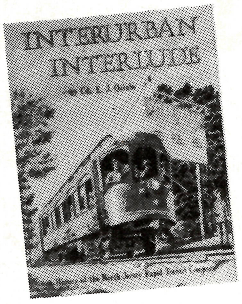
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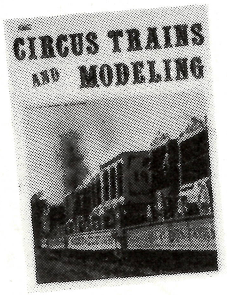
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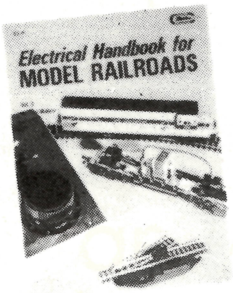
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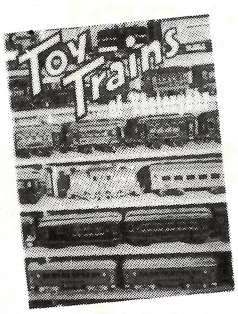

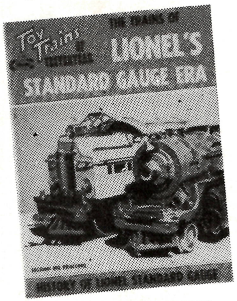
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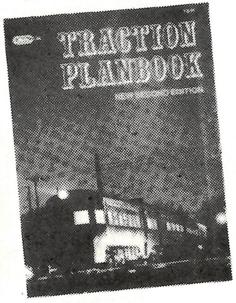
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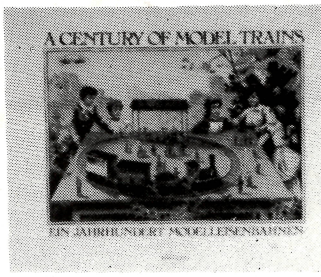
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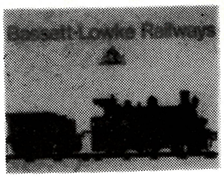
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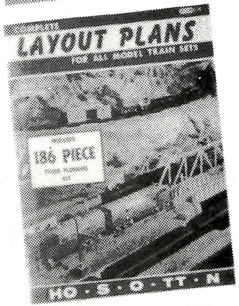
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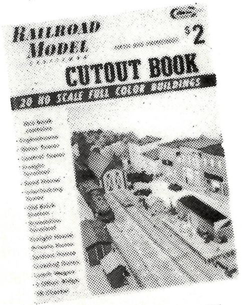
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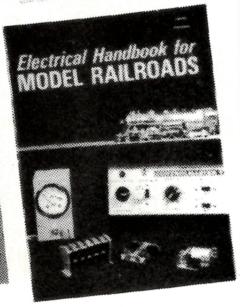
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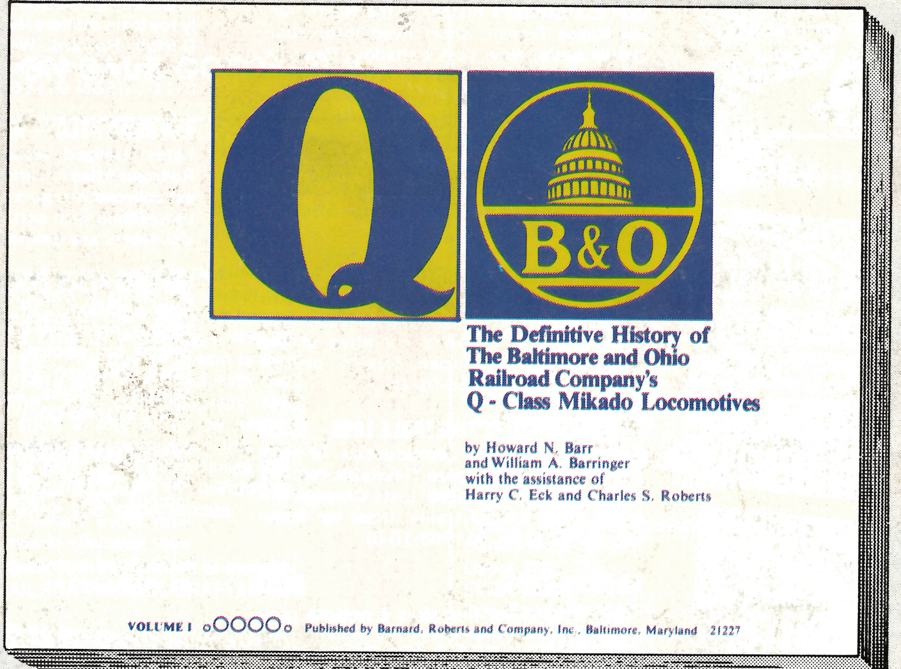

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